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Van Leunen & Co., Paul, grain consignments.
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Baldwin & Co., H. I., grain brokers.

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Longmont Farmers Mill & Eltr. Co., flour, grain.
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Fruechtenicht, Henry, grain & hay.
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Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
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Owen & Jennings, brokers.

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Waide & Sons, John, grain, hay and commission.*
Webb & Maury, grain and hay.*
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Fraser-Smith Co., grain commission.
Getchell-Tanton Co., grain commission.
Gould Elevator Co., grain merchants.
Hankinson & Co., H. L., grain commission.
Marfield Grain Co., grain commission.
McCaull Dinsmore Co., consignments solicited.*
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Nye, Jenks & Co., grain commission.
Poehler Company, H., grain commission.*
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Rihelddaffer Co., J. H., grain commission merchants.
Van Dusen-Harrington Co., grain merchants.*
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Wernit-Anderson Co., grain commission.

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Rogers & Co., E. L., grain, hay.*
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Geldel & Dickson, grain and hay.
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Heck & Co., W. F., grain, hay and millfeed.
Herb Bros. & Martin, grain, hay and feed.
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Stewart, D. G., & Geldel, grain, hay and feed.
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Green Commission Co., W. L., grain.*
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McClelland & Co., F. M., grain and hay.
Morton & Co., grain, hay and seeds.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
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Southworth & Co., grain commission.*
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Zahn & Co., J. F., grain, seeds.*

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Clifton & Co., C. E., flour, grain and hay.
Craig, J. V., hay and grain broker.*

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Hastings & Co., grain brokers.
Independent Grain Co., grain commission.
Kelly Bros. Grain Co., commission and brokerage.
Roth Grain Co., grain and commission.
Thompson Grain Co., H. C., grain merchants.
Western Grain Co., The, wholesale grain, seeds.

WINFIELD, KANS.

Head Grain Co., grain, millfeed seeds.

*Member Grain Dealers National Association.

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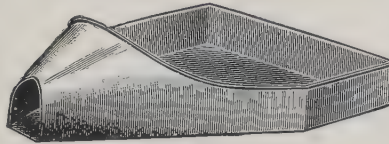
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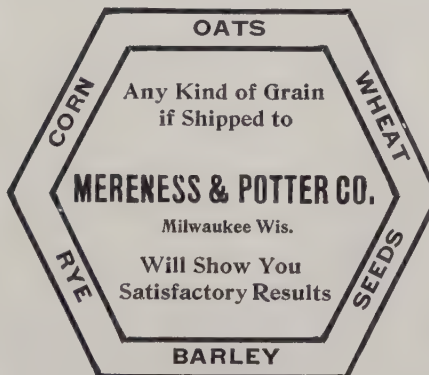
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315 So. La Salle Street

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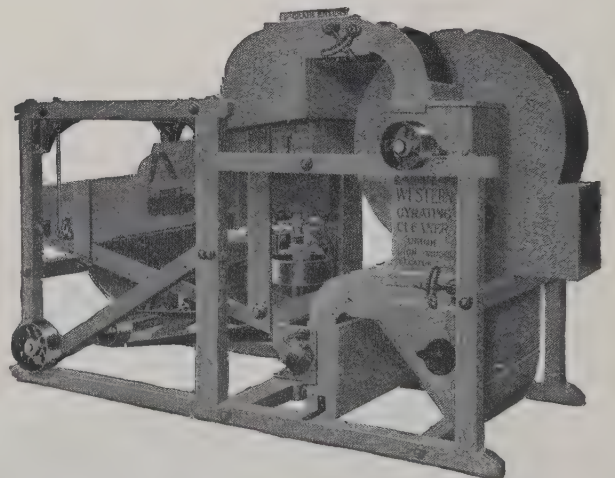


The WESTERN GYRATING CLEANER

We have, in this machine, three cleaners in one; built especially for separating corn from cobs as they come from the sheller. It can also be used as a re-cleaner for shelled corn or oats, and, with the addition of a set of special screens, it makes an excellent wheat cleaner.

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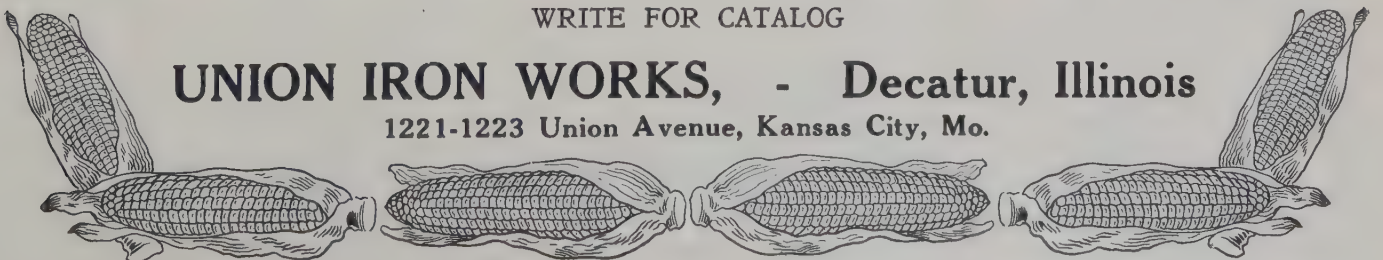


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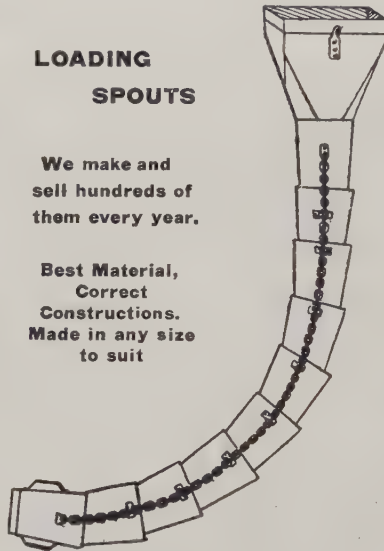
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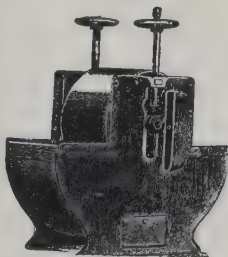
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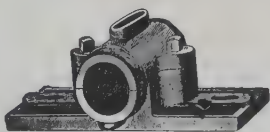
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By Comparison always found to be the best. We
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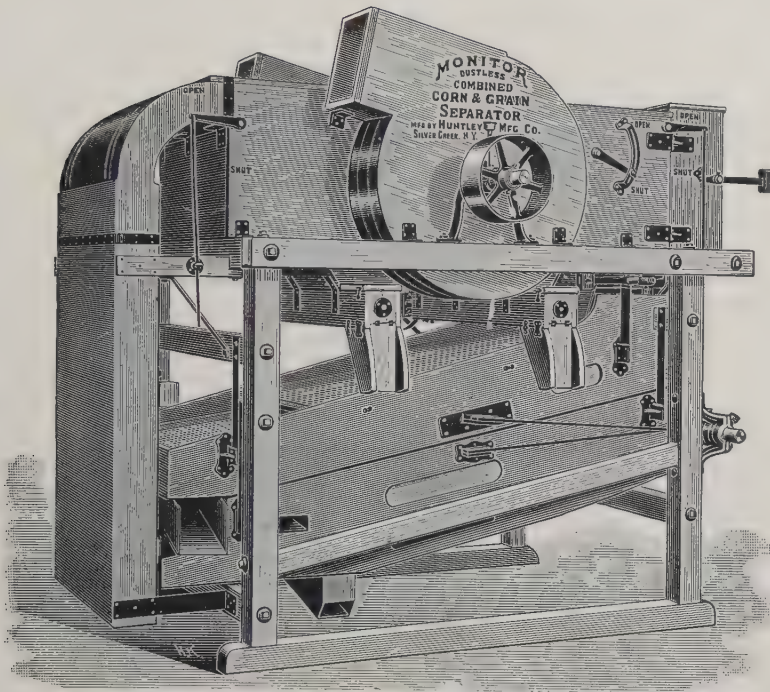
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IT'S ALWAYS READY FOR TWO KINDS OF CLEANING



"MONITOR"

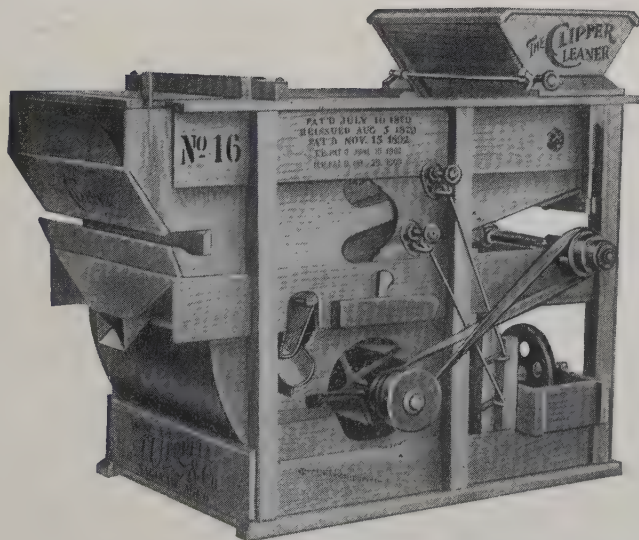
Combined Corn and Grain Cleaner

Hundreds of elevators are today operating this machine, and find it of great advantage, in simplifying their cleaning work. This machine cleans two kinds of grain without changing screens—you can shift from one kind of work to another in one minute's time. Many users find this machine takes the place of two separate machines, and gives even better results.

Send for illustrated catalog and list of users.

Huntley Mfg. Co., Silver Creek, N.Y.

The No. 16 Clipper Seed and Grain Cleaner



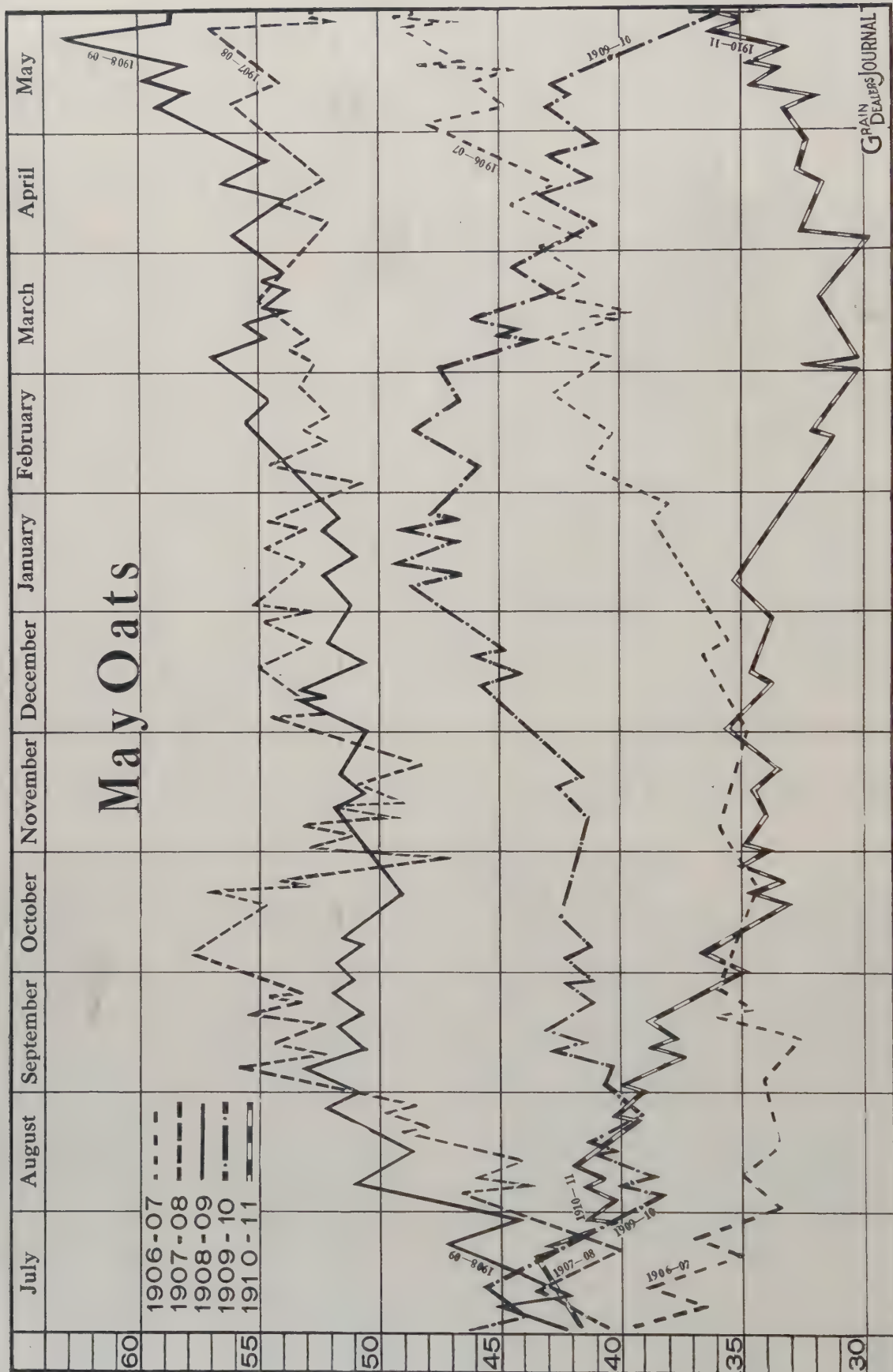
This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

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Rexall Double Stitched Belting



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Rexall Double Stiche Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

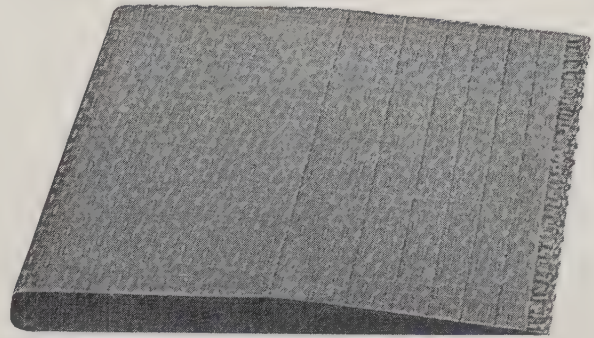
It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

Write for sample, booklet, testimonials, etc.

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that conveyed over 1/2 MILLION BARRELS of hot building cement and was discarded because it *wore out*, and not because it opened in the plies or split in the seams like the ordinary cemented ply rubber belt would have done long before.

Is it not reasonable to presume that it would outwear every other rubber belt for grain conveying or elevating?

Ask us for a sample and investigate for yourself. It is well worth while.

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Read What One User Says

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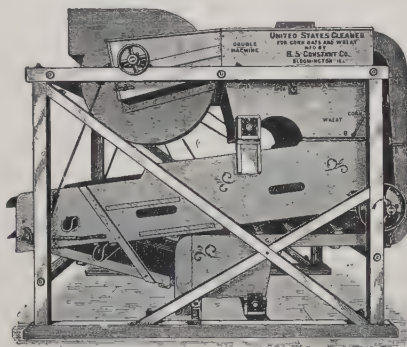
February 4, 1911.

Sirs:—The Double U. S. Cleaner we purchased of you some time ago is giving the best of satisfaction and is ahead of any cleaner I have had anything to do with, and that includes quite a number of different makes. There is but very little vibration, and I feel confident that we will not have any trouble with the Eccentric Boxes that is so common with any rapid moving Eccentric Shaft. Once thru cleans the grain ready for the car. Your arrangement for separating corn from wheat is fine, and I wonder why someone had not stumbled on to the idea long before this. I am satisfied that we will not use any other cleaner, unless you should improve on this, and I believe it impossible to get a machine that can do the work any better than this one.

We also have one of your Fan Discharge Corn Shellers and your Chain Grain Feeders which make a very complete outfit.

Yours truly,

Name furnished on request.



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Co.**

Bloomington
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**FOR
QUALITY**

A little Forethought is nearly always better than a lot of After-thought

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

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Wishing you success, I am

Yours truly,

R. C. COOPER.

You wouldn't do without a telephone because you have one and know its value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oat wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

One operation gives you PERFECT separations.

**The Richardson Will Make you money.
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The Victor Corn Sheller

Known wherever corn is grown. The strongest, most durable and efficient sheller on the market. Is adjustable while running and has conveyor feed.

Its other valuable features given in our latest catalogue.

The Cornwall Corn Cleaner
Was the first of the shaker cleaners.

Has patented features which make it the leader of its class. We also make a complete line of Feed Mills, Separators, Cereal, Malt and Cement Mill machinery and supplies.



BARNARD & LEAS MFG. CO.

Mill Builders and Mill Furnishers

Established 1860

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CONCRETE GRAIN STOREHOUSES

are fireproof and durable. The cost of maintenance and insurance of building and contents is reduced to a minimum. Grain keeps better in concrete and business is never interrupted by a fire. It is the only material the grain dealer who expects to remain in business can afford to use, and if he wishes to sell out, his plant is as good as new.

Write for Plans and Specifications to
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MODERN ELEVATORS?

YES, INDEED. Address the inquiry
W. H. CRAMER
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and satisfaction will be yours. Convincing references.

Grain Elevators

When planned, built and equipped by us, prove a pleasing proposition TO YOU. Write and tell us what you want.

NEWELL CONSTRUCTION CO.
Cedar Rapids, Iowa.

15 Complete gangs
on the job.

15 New elevators now
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53 First class plants
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WHY?

Because nothing succeeds
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We will send you the names and locations of the 53 plants so you can look over the one nearest your place.

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CONTRACTOR OF
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Especially Designed for Economy
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ELEVATORS

For people who care.

2½ to 4 cts. bu.

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REDUCE YOUR EXPENSE

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Concrete Storage Tanks, Mills and Warehouses.
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New Elevator

You want the best—most modern—at the RIGHT price. We combine these conditions to your satisfaction. The stamp and time for a letter to us, will be amply repaid. Write today.

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16 Years'
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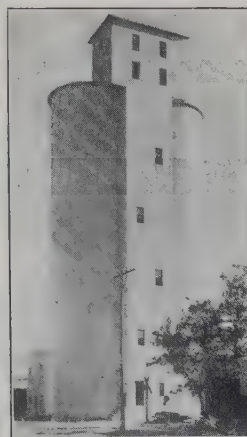
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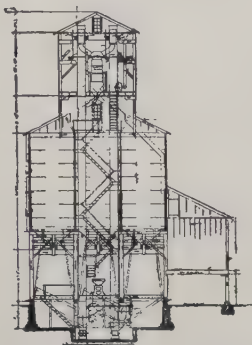
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We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

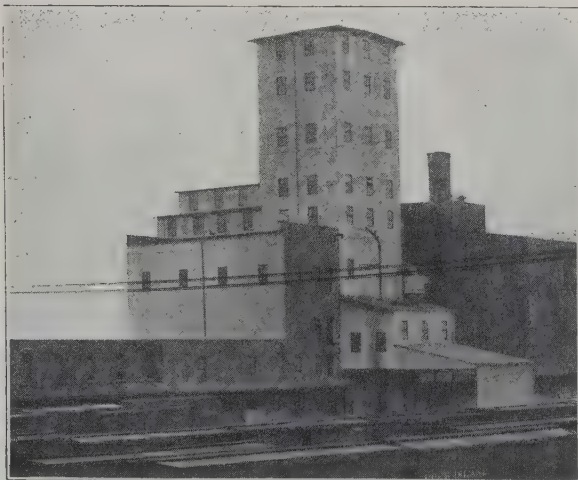
It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

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Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.



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Why?

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

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in Construction is assured in an
**IBBERSON, Wood or Fireproof,
GRAIN ELEVATOR, WARE-
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*For Plans, Estimates, Specifications
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Almost anywhere between the Miss-
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find elevators like these that we have
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We have the largest plant in the
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Machinery of all kinds.

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Our elevators are so designed that the cost of operating and maintaining same is minimized by arrangement and adaptability to the need of the business. Write us if you are going to build an elevator or remodel your old one and we will save you money and guarantee you satisfaction in the construction of the work.

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Built Complete in 120 Days by

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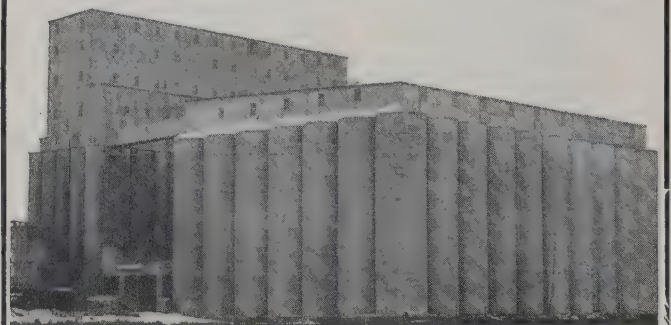
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Capacity 3,500,000 Bushels.

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Of any nature, collected on commission. No expense if we fail. Let us check your old account sales and collect your cooerage ciaims.

Our service has been a profit to others, why not you? Write

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(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

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Handy to Operate. Ten sizes 2 to 25 Horsepower.

Peculiarly suited for use with Gasoline Engines

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BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this Ehrsam Two and Three-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

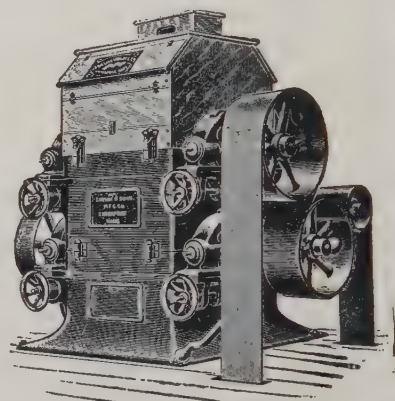
EHRSAM

"TWO AND THREE-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name **now** for all facts. Address

THE J. B. EHR SAM & SONS MFG. CO.
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The Largest and Best Equipped Roll Dressing Plant West of the Missouri River.

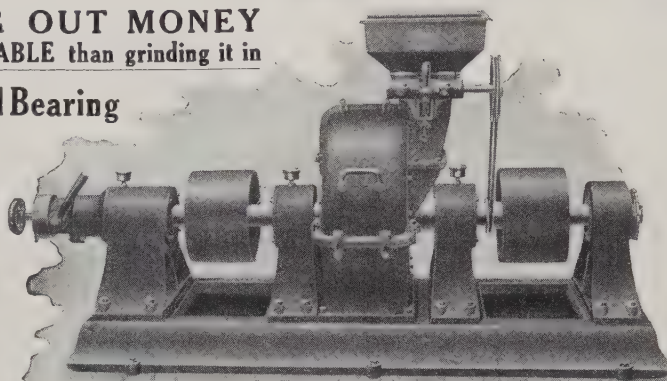


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ATTRITION MILLS are guaranteed to be this kind. **Prove it to yourself by trying one NOW.** Guaranteed to save $\frac{1}{3}$ in Power or corresponding increase with the same Power. Cannot get out of Tram. All parts interchangeable.

We manufacture a full line for Mills, Grain Elevators, etc.



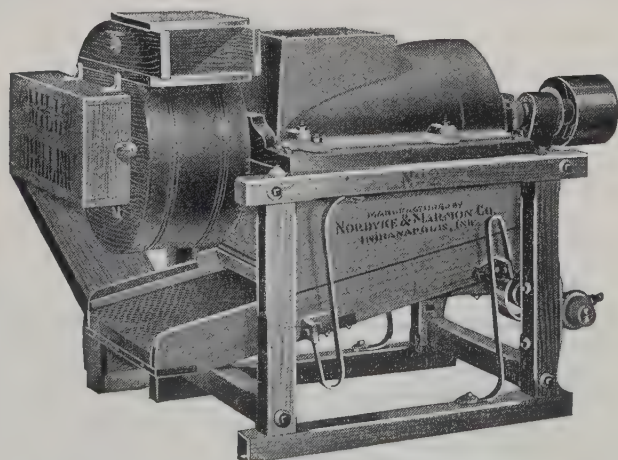
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possesses *reliability—durability—serviceability*—a combination which can be trusted to give the same steady, excellent results day after day, month after month, and year after year. You have confidence in "N. & M. Co." machinery because of its well known success during the past 60 years.

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America's Leading Mill Builders

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CYCLONE BLOW PIPE CO.

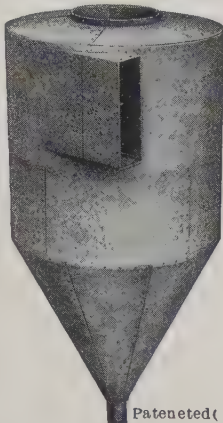
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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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THE

"New Cyclone 1905"

Manufactured Exclusively by

The Knickerbocker Co. JACKSON, MICH.

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—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

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WILLIAMS-LLOYD MACHINERY COMPANY, 638 Federal Street

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MILWAUKEE BAG COMPANY

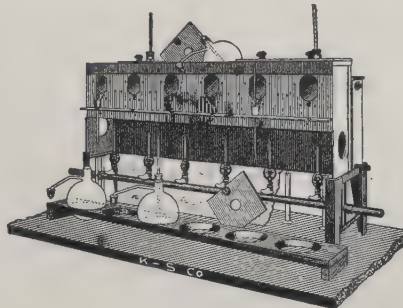
CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.

MILWAUKEE BAG COMPANY

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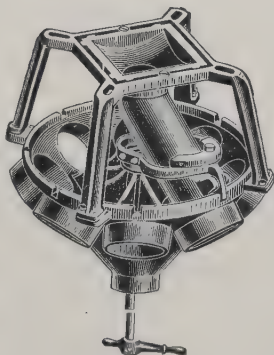


thinking that this Moisture Tester is designed only for Laboratories.

The Brown & Duvell Moisture Tester

is made for INDIVIDUAL USERS. Its size, simple construction, durability, and now the important point—its price—all this makes it an absolute necessity to grain men. The truth is that the saving in one car will pay for it. Just think, then, the Tester is yours FREE. Stop the wastes. The drains on many businesses are the profits lost. The Brown & Duvell Moisture Tester is Government approved. We give a certificate guaranteeing it will register perfectly.

THE KNY SCHEERER CO., Department of Laboratory Supplies, 404-410 West 27th Street, New York, U. S. A.



The elevator operator, and the bin capacity, are worth more than the machines operated.

The Hall Signalling Distributor

increases the efficiency of the man; enables him to do more business, and keep all his grain from mixing.

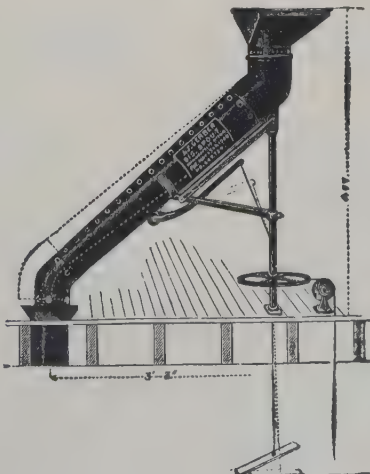
It increases the available bin capacity, and enables the owner to handle more grain.

HALL SPECIAL

(ELEVATOR LEG)

ONE HUNDRED PERCENT greater efficiency. FIFTY PERCENT longer life. A record the HALL SPECIAL is making where in use every day. COSTS LESS to INSTALL, or to OPERATE, or to MAINTAIN; and does DOUBLE the work of any other leg of equal size.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Neb.



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Satisfaction and a GERBER SPOUTING SYSTEM

The mixing of grain is impossible, can be operated from working floor, made of heavy sheet steel, the pressure of the foot directs the spout into any desired bin, and the position of the foot lever when released will show whether spout is properly seated in floor funnel.

Write for Prices.

J. J. GERBER

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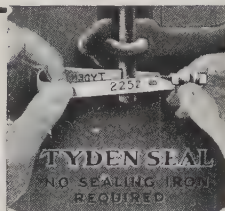
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PEORIA, ILL.**Belting Packing**

Hose, Chain, Wire Rope

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PROMPT SHIPMENTS

144 page catalogue sent on request

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LOCKING CAR
SEALS bearing
your name and consecutive numbers.
Thousands of shippers use them.
Write for samples and prices.**INTERNATIONAL SEAL & LOCK CO.**Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.**SUCCESS
SAFETY MAN LIFT**ATTENTION,
ELEVATOR CONTRACTORS!Write us for our Special
Proposition for 1911

DO IT NOW

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HASTINGS NEBR.**The Automatic
Dump Controller**

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump



Satisfaction Guaranteed

For descriptive circular and list
of users

Write L. J. McMILLAN

Board of Trade Bldg. Indianapolis, Ind.



IN October 1905 we sold a Boss Car Loader to
Kleiss & Ludwig at Pesotum, Ill., and Sep-
tember 15th, 1911, their successors, Kleiss &
Gilles wrote us as follows:

"Our elevator was partly wrecked today by
having part of a freight train run into one
corner of it and our loader was totally dis-
abled and we will want a new one very soon.
Send us your catalog and price list at once."

Five days later they wrote us the following:

"Please enter our order and ship at once one Boss No. 14 car loader without spout. We saved the
spout out of the wreck. Probably you will make us a reduction for the spout."

If you wish to see for yourself we will ship on trial and if you are not satisfied in every respect you
may return it at our expense.

Maroa Manufacturing Co.,Dept.
3**Maroa, Ill.****Grain Dealers' Scale Tickets—Book No. 51**

This scale book contains 100 pages 8x11½ inches. Each page con-
tains 5 scale tickets and 5 stubs, giving the book a capacity of 500
loads of grain. Each scale ticket is ruled for Number, Date, Load of,
From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dol-
lars and Cents, Due to or order and Weigher. While the stub is ruled
for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare
and Net pounds, Net.....bushels.....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and
pages are perforated so that tickets can be removed from book quick-
ly and without tearing them. Book No. 51, Price 75 cents. Address
GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

Look Here, Mr. Grain Dealer.

You've been considering the installation of car loader
for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a
car to fill it to the limited capacity—of receiving discounts on cars
of grain, because the center was dust and foreign matter, of con-
stant attention to old timed spout when loading? The installa-
tion of a

**COMBINED
GRAIN CLEANER AND PNEUMATIC
CAR LOADER**

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.**Second**—It will fill the largest cars to full capacity, without any labor in the car.**Third**—It is strong and durable, automatic in its action, and requires no atten-
tion after starting.**Fourth**—The constant moving of the pneumatic tube as it loads the grain, pre-
vents any accumulation of dust or dirt in the center, or any other part of the car,
thereby avoiding heating, and "off" grades.**Fifth**—It cools and dries the grain as it passes through the current of air.**For full particulars, prices and testimonials write****MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS****"LOADS GRAIN, MALT, OR SAND."****The User's Proof**


Texas City, Ill., June 24, 1909.

Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your
favor of the 22nd inst. will say that
the "Combined Grain Cleaner and Pneumatic Car Loader" which
I purchased of you last season, has given good satisfaction. It
cleans considerable dust out of the grain, which gives it a better
grade. Since I have installed one of your loaders in my elevator
I do not use a man in the car, the man who weighs operates the
loader, and it loads each end of the car very nicely, and I wish to
further state that it does not crack the grain. I would recommend
this machine to any one who contemplates putting in a grain
loader.

Yours truly,

W. T. GARNER.



THIS TEST REVEALS THE HIDDEN WEAKNESS IN ROOFINGS

All ready roofings—except J-M Asbestos (stone) Roofing—are made of so-called felt composed of animal or vegetable fibres. When these fibres were growing, they lived upon the ground or animal from whence they came, and received their life therefrom. So every fibre of this nature is hollow, like a straw.

These felts are waterproofed with coal tar, asphalt and oil, or other volatile compositions, which quickly evaporate when the sun reaches them. Therefore, the sun quickly begins its deadly work of taking these oils off the surface of such roofings; and then continues to draw them out of the inside through the straw-like fibres of which the felt is composed until the roofing becomes dry and porous and is no longer waterproof.

J-M Asbestos Roofing is unlike other roofings, because its felts are made of stone fibres which are *solid*. These *solid* stone fibres defy the action of the sun's rays and positively prevent capillary attraction, thus hermetically sealing all of the oils so they must remain to do their duty indefinitely.

J-M Asbestos Roofing

is not merely one sheet of water-proofed stone felt, but several layers cemented together with nature's wonderful waterproofer—Trinidad Lake Asphalt. This asphalt is also hermetically sealed, making any escape of oils or asphalt impossible. Prove for yourself that sun will soon destroy the water-proof quality of ordinary roofings. Focus the rays of the sun through an ordinary sun or magnifying glass and note results. This, in ten minutes, will show you what sun will do in a few months. This simple sun-glass test is as severe in its way as our famous blow-torch fire test. It will show up the shortcomings of a roofing **before** you pay out your money. Because of its stone nature, J-M Asbestos Roofing also never needs painting, and is fire-proof, acid-proof, rust-proof and rot-proof. Most hardware and lumber dealers sell J-M Asbestos Roofing. Sold direct where we have no dealer. Write our nearest Branch today for sample of the curious Asbestos rock from which this roofing is made, and our handsomely illustrated Catalog No. 303.

H. W. JOHNS-MANVILLE CO.

Baltimore	Chicago	Detroit	Kansas City	Milwaukee	New Orleans	Philadelphia	Pittsburgh	Seattle
Boston	Cleveland	Dallas	Los Angeles	Minneapolis	New York	Omaha	San Francisco	St. Louis
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DO YOU

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas, 6-2-11.

NEED HELP



As a Roofing and Siding for Grain Elevators.
A BUILDING COVERED WITH
Ready-To-Lay

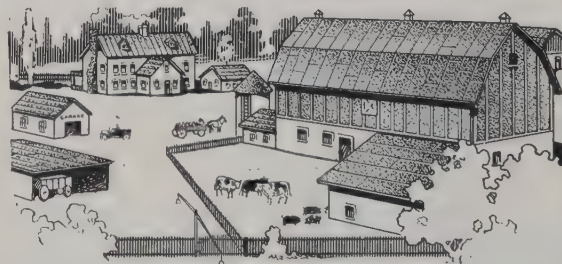
Burmite

(Reg. U. S. Pat. Off.)
is absolutely SPARK-PROOF. A recent test, in which a red hot coal was placed on the slate-surfaced "BURMITE" Material, and allowed to remain until it cooled, very clearly proved this.

Dealers in Building Material should write at once to Birmingham & Seaman Co. for copy of their "PLAN FOR HELPING YOU GET NEW TRADE AND SELL MORE ROOFING."

PROTECT YOUR BUILDINGS FROM SPARKS!

Losses aggregating millions of dollars annually are caused by flying sparks from locomotives, chimneys and forest fires.



As a Roofing and Siding for Farm Buildings of every description

"BURMITE" is the outcome of years of experience in manufacturing a material for ROOFING and SIDING Residences, Business and Factory Buildings, Elevators, Mills, Barns, Garages, etc.—**be they NEW or OLD**, of any kind of construction. It is unconditionally **Guaranteed for 10 Years without Coating or Painting**. Let us send you free of all charges and obligation, our Booklet, "Burmite Quality Counts," Samples and Advertising Literature.

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Mail to my address, as above, Samples and Booklet. This places me under no obligations.

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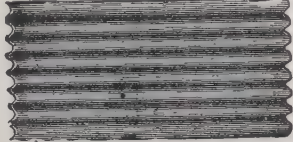
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MORRIS GRAIN DRIER CO.
507-511 Chamber of Commerce, Milwaukee, Wis.
Several years of experience fully demonstrates that owing to the fact that Morris Grain Driers have thorough ventilation, drying grain much more evenly, truthfully stamps them as being superior to any other grain driers in existence. Can be constructed more economically than the average drier. Don't fail to write for pamphlet giving full information and testimonials regarding our driers, coolers and conditioners.

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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
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Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

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Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.
Send for printed matter.

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Manufacturing Chemist Penn Yan, N. Y.

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Clean

When you buy a cleaner you want a cleaner—not a fanning machine. Ours are "Standard" in name and quality. They have proven themselves. You will be interested in our exclusive features, owned and controlled by us. WRITE US TODAY—NOW.

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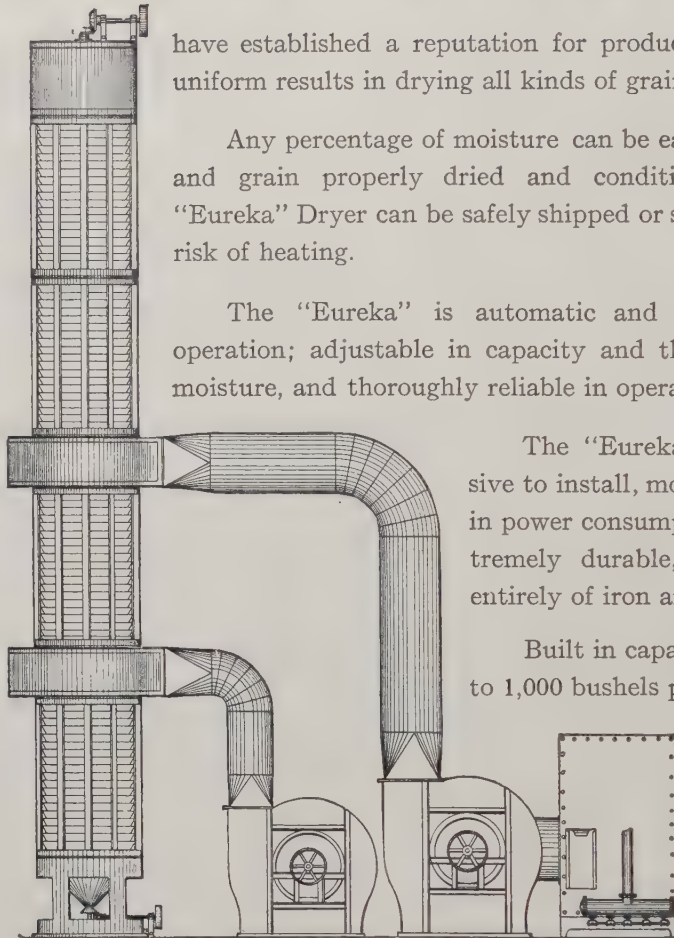
have established a reputation for producing the most uniform results in drying all kinds of grain.

Any percentage of moisture can be easily removed, and grain properly dried and conditioned on the "Eureka" Dryer can be safely shipped or stored without risk of heating.

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The "Eureka" is inexpensive to install, most economical in power consumption, and extremely durable, being built entirely of iron and steel.

Built in capacities from 10 to 1,000 bushels per hour.



Investigate our references.

Catalog, prices and full information upon request.

Sole Manufacturers

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists

"Eureka Works," Silver Creek, N. Y.

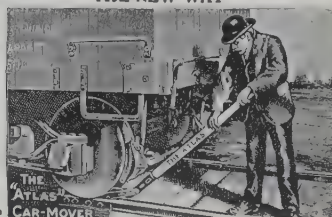
Our expert representative will gladly call and explain merits of the "EUREKA."



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One Man
with an ATLAS can easily
move a loaded one.

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**The Atlas
Car-Mover**

will pay for itself daily
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Twelve men with a crowbar
can hardly move an empty car.

THE NEW WAY

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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By several thousand eastern millers who are best reached by

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For 29 years the Official Organ of the Pennsylvania Millers' State Association, representing Eastern Millers generally.

SCALES: WAREHOUSE, WAGON and PORTABLE

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ACCURATE—SIMPLE—DURABLE

No loose weights, as our Warehouse and Wagon Scales are equipped with combination beam. One of our scales installed 52 years ago is still in active service and giving satisfaction.

WEEKS SCALE WORKS—Est. 1858

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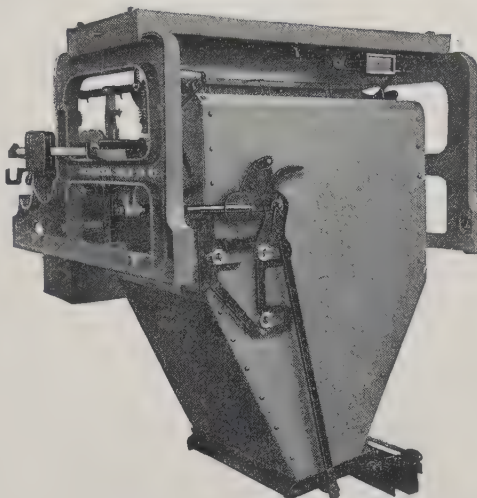
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WE CARRY A COMPLETE STOCK for immediate delivery in all the sizes from half inch to two inch diameter. *Every Foot of Rope* guaranteed to be of Finest Material and Superior Workmanship. Give it a Trial.

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Is what you are looking for, Mr. Grain Dealer—some way to cut expense and increase profits.

The Richardson Automatic Scale

Points the way. Cuts out hand labor and works automatically without watching.

Let us send one of our scale men to show you the way. You won't be under obligation to us.

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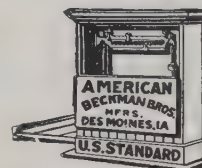
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This space is yours

If you are the first to apply for it

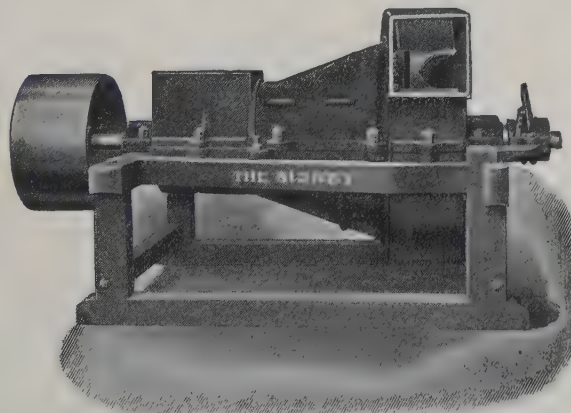


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For STEEL and WOOD Frames, \$25 and up. Write US before YOU BUY. WE SAVE you money Also Pumps

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THE SIDNEY FAN DISCHARGE CORN SHELLER



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A COMPLETE STOCK CARRIED AT ENTERPRISE, KANSAS

WE HAVE many points of advantage over other shellers discharging in same manner. In case of breakage each casting is separate and less expensive to repair. All parts are made heavy, making it more durable. Compare our weights with other shellers. Using the very best iron, shelling surface chilled, insuring durability. Fan discharge separate from cylinder on shaft. Either style knockers, right or left hand, discharging over or underneath, to suit location; no expensive hopping; can be set on a level with boot, avoiding a pit or tank. Drive pulley on either end; unless otherwise specified we place same on hopper end. Guaranteed to give satisfaction and do the work required. Will not crack the grain. Provided with adjustable attachments, so that the cylinder can be adjusted to the condition of the corn while the sheller is in motion.

Write for catalogue No. 25

SIDNEY, OHIO

YOUR MESSAGE

Let the Grain Dealers Journal your message bear To progressive grain dealers everywhere.

WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.


WITTE IRON WORKS CO.
1626 Oakland Ave., KANSAS CITY, MO.



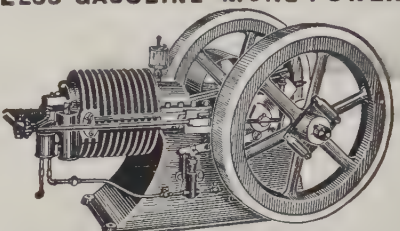
**New—Near-New
Rebuilt and
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Gas Engines**

of our own make, thoroughly guaranteed—8 to 50 H. P. Let us know your requirements and we can, no doubt, fit you out with just what you want.

The New Era Gas Engine Co
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LESS GASOLINE—MORE POWER

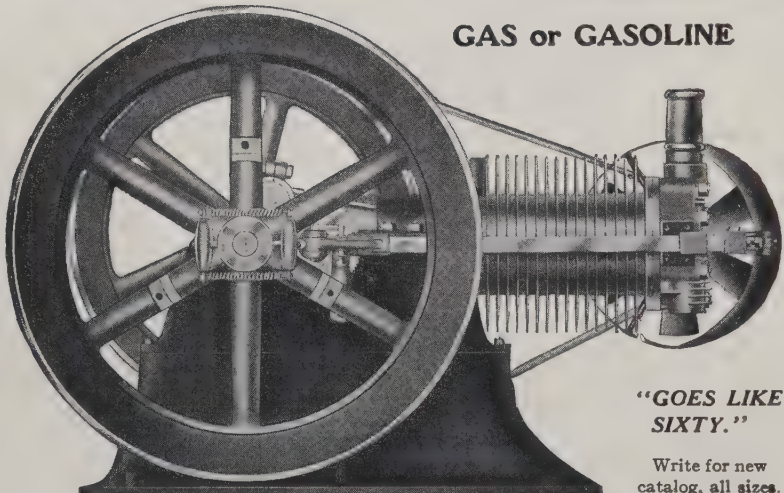


Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H. P., all air cooled.

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GILSON 5 Horse Power AIR-COOLED ENGINE

GAS or GASOLINE



"GOES LIKE SIXTY."

Write for new catalog, all sizes.

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The Gas Engine Handbook

(Fifth Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

This book is equally valuable for the designer and engineer. It covers all points thoroughly, and a draftsman by following the rules and formulas laid down can design without difficulty a perfect engine.

The book is 3½x5½ inches, contains 242 pages of descriptive and illustrative matter and is well bound in cloth. Price, \$2.00.

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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 80 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal
LaSalle Street, Chicago, Ill.

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for
**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle Street CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

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315 S. La Salle Street CHICAGO, ILL.

VEST POCKET GRAIN TABLES

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The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

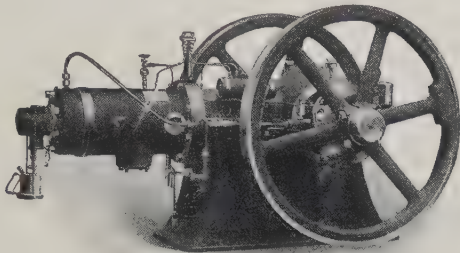
These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long. Price 50 Cts. Address

GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILLINOIS

50c } **Runs a 25 Horse**
A DAY } **Power 10 Hours**

The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or D'stillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

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Ideal Power for the Elevator

A combination of efficiency, reliability, and economy is the cause of the great success of I H C Gasoline Engines. For elevators, they furnish absolutely ideal power. One of the great advantages offered is the instantaneous starting of the power whenever wanted, and the stopping of all fuel expense directly the power is turned off. Stand-by expense which is a big item where steam is used is absolutely avoided. The power runs smoothly and with perfect safety—all it needs is a little lubrication every two or three hours. Risk of fire from the plant is entirely avoided. The power is compact, clean, safe, and economical.

I H C GASOLINE ENGINES

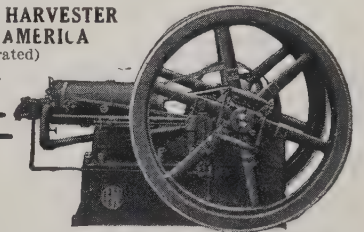
are built to meet every power requirement. 1 to 50-horse power, horizontal, vertical, portable or stationary. Their reliability and economy have been established beyond a doubt.

Let us know your power needs—there is an I H C Gasoline Engine that will meet them perfectly.

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EDISON BSCCO PRIMARY BATTERY

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You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



Gas or **ENGINE**
Gasoline

The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works
3217 Walnut St., Philadelphia, Pa.

Mr. E. D. Levy, Asst. Gen. Mgr. of the Frisco Ry., says:

"We use common grain doors which cost us about seventy-five cents a section, coopering them with burlap, and I am satisfied we secure more protection against leakage than does the shipper who uses high-priced doors without burlap coopering."

YOU are vitally interested. If you will write us we will gladly tell you how to use "BEMIS ECONOMY" Cooperage Strips and what they cost.

Now is the time to do it.

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The Grain Man's Safeguard

No grain dealer can expect to handle damp or immature grain at a sure profit, unless through a Hess Drier.

**HESS—
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Hess dried corn retains all its good.
Hess dried corn commands a premium.
It will germinate strongly.
The grain's milling qualities are improved.
The corn is sweetened.
Odors are removed.
Heating is prevented, and safe shipping or storing of grain is guaranteed.
All sizes—400 bushels up. Choose yours from our new free booklet. Write

Hess Warming & Ventilating Co.

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P. S.—Ask us also about the Hess U. S. Moisture Tester

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

COAL SALES BOOK

FOR RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

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ONE NO. 10 CLIPPER CLEANER for sale. In good condition. Will sell at a bargain. For further particulars address Farmers Elevator Co., Hunter, N. D.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—Scientific feed grinder and crusher, style L. No. 1, price \$25. No. 14 Western warehouse sheller, price \$25. Both machines in first class condition. A. H. Webber & Son, Padua, Ill.

PETERSON OAT BLEACHER in good running order. Sold to be replaced by larger machine. Snap for Country Elevator to get in shape to handle stained oats at fraction of cost new machine. Address Bleacher, Box 1, Grain Dealers Journal, Chicago.

GRAIN CLEANERS FOR SALE.

Two No. 9 Clipper Cleaners, \$25 each. One No. 7 Clipper Cleaner, \$20. One No. 3 Eureka Cleaner, \$20. One No. 10 Clipper Cleaner, \$20. These machines have a full set of screens and are practically in good working order. Can be shipped on a moment's notice. Bad Axe Grain Co., Bad Axe, Mich.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas Milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, No. 4 and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnards.

Feed Mills, 7x14 Great Western, 7x14 Nordyke & Marmon, and 9x24 Barnard & Leas, all two pair high; 6x20 Challenge, 9x18 Smith, 9x18 Hutchinson, 9x24 Alfree, and 9x30 Wolf, all three pair high, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 19 inch, 22 inch and 26 inch Foos, 30 inch American, 22 inch and 24 inch Unique, 20 inch Monarch.

Corn Crushers, Nos. 7 and 8 Bowsher; No. 1, Styles N. L. and T. Foos; No. 2 Triumph, No. 12 Sullivan.

Corn Shellers—No. 2 and No. 4 Victor, No. 5 Keystone, No. B Standard and 2-Hole Joliet.

Steam Drier—No. 2 Cutler with hood and steam trap.

Elevator Belts—1,200 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter. Write for new book "Gump Bargains," No. 2D, giving complete list all machines in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

BOWSER FEED MILLS at cut prices. Brand new mills, 1 No. 10, \$99.50; 1 No. 7, \$44.50. Several smaller sizes, prices limited to present stock. Harris Machinery Company, Minneapolis, Minn.

FOR SALE one No. 3 U. S. corn and oats cleaner, \$50. 1 No. 2 Fairbanks-Morse feed crusher and grinder \$15. 1 12-in. Monarch attrition, \$75. All nearly new machines and in good condition. Address Machines, Box 7, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE. Double purifying reels. Latest improved type, to handle about 1000 bu. each per hour. To operate separate or together with 7 h. p. Recently rebuilt and running. Will include patterns, etc. Mueller & Young Grain Co., 2 Sherman St., Chicago, Ill.

NOTICE, LARGEST LINE of entirely remodeled, rebuilt, second hand, also new machinery, supplies, belt, etc., for flour meal and feed mills, grain elevators, etc., always on hand. Write now. Lowest prices. Hustling agents wanted. George J. Noth, 53 W. Jackson Blvd., Chicago, Ill.

MACHINES FOR SALE, consisting of an entire power plant, boiler 72 inches in diameter and 16 feet long, with 72 4-inch flues, butts strapped. High pressure, shell 7/16 inch. Head 5/8 inch. No dome. Full front. One boiler feed Hooker pump, 8-4-6. One Stillwell heater, class D, 8 inch inlet and 8 inch outlet. One hot well tank 12 feet long, 54 inches in diameter. One smokestack, 36 inches in diameter and 60 feet long. One Idea engine, 105 h. p. high speed, belt wheel, 60 inches, with 12 inch face. Machinery in first-class shape. Reasons for selling, now using electricity. The O'Neil, Kaufman, Pettit Grain Co., Hutchinson, Kansas.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

GASOLINE ENGINES

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

\$285 TAKES ONE 25 H.P. horizontal gasoline engine, in first class condition. Many other sizes in stock. State your requirements. The Badger Motor Co., Milwaukee, Wis.

SECOND HAND GASOLINE ENGINES.

1 25 H. P. Fairbanks-Morse, 1 25 H. P. K. C. Lighting, 1 15 H. P. K. C. Lighting, 1 2 H. P. International, 1 8 H. P. Fairbanks-Morse Marine, 1 12 H. P. Red Wing Marine. Guaranteed condition. Way low prices. Harris Machinery Company, Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
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12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

ONE 15 H. P. C. C. C. stationary steam engine for sale. Good as new. Price \$85. Address R. B. Catton, Brimfield, Ill.

ONE 40 H.P. PENNSYLVANIA BOILER for sale. Internal furnace; 125 lbs. working pressure. Whalen Bros. & Grant, Charleston, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

REFITTED SCALES.

300-lb. Portable Buffalo	\$ 9.00
1000-lb. Portable Drop Lever	12.00
4-ton Fairbanks wagon	55.00
6-ton Fairbanks wagon	65.00
6-ton Howe wagon	75.00
100-ton 44 ft. Fairbanks	350.00

Southern Scale Co., 407 N. 4th St., St. Louis, Mo.

INFORMATION.

PRESENT ADDRESS WANTED of F. A. or Floyd Matheson. May be in feed mill business in North Dakota. Address Box 44, Royal, Ill.

ADDRESS WANTED of John Ross, formerly located at Abingdon, Ill. Address Friend, Box 6, Grain Dealers Journal, Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FEED MILL AND COAL YARD for sale. A good bargain. S. S. Makepeace, Troy, O.

250 BBL FLOUR MILL in a No. 1 wheat country for sale. Doing good business; no mill in 20 miles; thickly settled; terms; write us. Inland Flour Mills, Rockford, Wash.

MINNESOTA. For sale all or half interest in a brand new up to date steam power sifter system custom grist mill at Waubun, Minn. Fin. at farming country; plenty of grain at mill door. Box 151, Waubun, Minn.

PLYMOUTH, INDIANA. For sale, five stand roller mill, sifter system, new attrition mill and corn and cob crusher, rolls for corn meal; electric power; only grist mill in county seat, 5,000 inhabitants. Estate of Wm. Zehner. Address C. W. Zehner, 201 Paris St., South Bend, Ind.

FEED MILL, FLOUR AND coal business in small town, in good farming section in southern Michigan; only 13 miles from Detroit on M. C. R. R. Also 5M bus. elevator; good house and barn; building cannot be put up today for price asked; good reasons for selling. Address Feed Mill, Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ALABAMA. Corn and feed mill for rent or sale. Best location for mill in state; large territory with mill in transit rates; large storage warehouse with mill, 500 feet R. R. track on mill property; meal, chops, cracked corn, horse and mule feed, dairy feed (alfalfa and plain) and poultry feed the product of this mill; up to date machinery; capacity meal 2,400 bu., chops or cracked corn 2,400 bu. feed two cars a day 24 hours. Address Box 676, Montgomery, Ala.

ELEVATORS FOR SALE.

NORTH EAST KANSAS. For sale 15,000 bu. iron-clad gasoline power elevator. Price \$6,000. Address H. K., Box 5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

CENTRAL ILLINOIS. Elevator for sale at 400,000 bu. station. One competitor. Reason for selling, poor health. Address H. A. R., Box 12, Grain Dealers Journal, Chicago, Ill.

IOWA. For sale—lumber yard, 2 elevators, 6 coal bins and cement block plant, all one business in Cherokee, Iowa; all doing good business. Address Elmo Archer, Cherokee, Iowa.

CENTRAL OHIO. Want to sell an elevator. Can show profits of \$9,500 for past year, located on own ground. Price \$12,000 if taken in 30 days. Other business reason for selling. Address Bargain, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on 175 feet frontage on main street, growing city of 6,000 population. Grain, feed, flour and seed business. A paying proposition. Terms on application. Other interests reason for selling. Address C. H. Baker, Devils Lake, N. D.

OHIO. Will trade for land or sell for cash elevator, garage and coal yards. Land must be in Ohio, Ind., or Ill. This is a good business. No better grain country can be had. Poor health reason for selling. Address Chance, Box 4, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA. For sale 40 M bu. cribbed and hopped elevator. Shipped 100 cars grain, retailed 100 cars coal, also large retail flour and feed trade. Business is making money. Good reasons for selling. Address Wm., Box 6, Grain Dealers Journal, Chicago.

ILLINOIS. For sale a modern 40M cribbed iron clad elevator in Ill. Handle 280 M. grain, 40 cars coal in average year. Good margins. Nice competition. Price right if deal made at once. All or half interest. Address H. T. W. Box 7, Grain Dealers Journal, Chicago, Ill.

IOWA. Two grain elevators 40 M. and 15 M. capacity, each run by gasoline engines; scales in each elevator; coal house, corner, office and residence. House has seven rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

200,000 BUS. GRAIN BUSINESS with two up-to-date elevators and flour mill for sale. Large exchange and feed trade. No competition. Over 100 cars coal trade. In Ohio town of 1,300 population, in excellent, thickly settled farming community. Price is right. Address S. T., Box 4, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO. A new and modernly equipped grain elevator, located on three of the best railroads in Ohio. Doing business of 100 cars per annum, also good coal trade and feed. Reason for selling, have other interests. Low price and easy terms. For further information address Modern, Box 8, Grain Dealers Journal, Chicago, Ill.

IOWA. Elevator for sale. A good home on the same lot; adjoining office; no hander in the state to do business than this. Handle grain, seed, hay and coal; all in running order. Anyone wanting to locate in the grain business would do well to investigate. Poor health cause for selling. \$4,000 cash buys it. Address A. Coppock, Humeston, Iowa.

ELEVATORS FOR SALE.

INDIANA ELEVATOR and exclusive grain business; good side lines and a money maker. Address Box 363, Upland, Ind.

ELEVATOR IN OHIO corn belt for sale. Best crop in 10 years. Address E. H. C. Box 7, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

NORTH NEBRASKA. For sale, elevator and implement business in good grain country. Address S. R., Box 3, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

WESTERN ILLINOIS. 36,000 cap. cribbed elevator built one year. Handles 230 M. bu. annually, 25 h.p. gaso. eng.; two stands elevators, 600 bu. per hr. sheller; concrete bottom corn cribs and coal sheds. Address Illinois, Box 7, Grain Dealers Journal.

MINNESOTA. For sale terminal elevator at Minneapolis, Minn. Good storage and working house. Valuable trackage. Reasonable price and terms. Also country elevators in Iowa, North and South Dakota. Write for particulars. Address Mpls. Box 6, Grain Dealers Journal, Chicago.

10,000 BU. ELEVATOR AND 50 bbl. steam roller mill for sale. An up-to-date flour and feed mill (Allis system) in good dairy country on side track of main line of C. M. & St. P. R. R. No opposition. Everything in running order. Address G. G., Box 4, Grain Dealers Journal, Chicago.

CENTRAL IOWA. For sale, large and profitable business in grain, coal, salt, mill feed, etc. 20 M cribbed elevator; coal bins 500 tons, corn cribs 3,500 bu., warehouses, etc. All buildings in good repair. Good town, 1,000 pop. Address M. C. H., Box 6, Grain Dealers Journal, Chicago, Ill.

SOUTH EASTERN NEBRASKA. 20M capacity frame elevator for sale, in good town, well located for local coal and feed business. Good wheat, corn and oats country. Corn crop very promising. Good school advantages. \$4,000. Address Nebr. Box 5, Grain Dealers Journal, Chicago, Ill.

OHIO. New elevator for sale. Equipped with 25 h. p. gasoline engine, Great Western sheller, No. 6 combination wheat and corn cleaner, Richardson automatic scale. Have a three high roll mill and new corn grader made by the Huntley Mfg. Co., for grinding feed. Address A. B. E., Box 8, Grain Dealers Journal, Chicago, Ill.

PUBLIC SALE of Mill and Elevator

on **WEDNESDAY, NOV. 1, 1911**
At 1 O'clock P. M. on the premises—rain or shine.

Known as the **Pee Pee Mills**, located at **Waverly, Ohio**, in good County Seat town, with two railroads, in the heart of the Scioto Valley corn and wheat belt. The only plant there with custom and merchant trade, of good standing for 45 years. Consisting of **150 BARREL MILL, Plan Sifter System**, up-to-date, put in new two years ago. A **Large Elevator** with all corn manufacturing, working all the time. One extra large Ware Room and good Barn. Farmers' Feed Shed and Yards, with about **Four Acres of Ground**. Storage Room for 65,000 Bushels of Grain. Railroad Sidings to all buildings.

Positively Sells to the Highest Bidder as we have other business that takes our time. **This Property is all clear**, and will be sold for **one-third cash** on day of sale, balance in two equal payments with interest at 6 per cent. Possession given at once. Opportunity here to get one of the Best Plants in Ohio, with plenty of corn and wheat at your door and a well established trade. Further information furnished on request. **LAMB BROTHERS, Owners,** Col. Lon Swebston, Auctioneer. Baltimore, O.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE or trade. For further information write Otto Schulz, Washburn, N. D.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns and get quick results.

SOUTH DAKOTA. Elevator for sale, located on S. D. Central Ry. In first-class condition and at reasonable price. A good bargain. Address Box 101, Watertown, S. D.

CENTRAL MICHIGAN. 10,000 bu. elevator, hay shed and bean picking room combined on D. & M. R. R. No competition. Excellent side lines; good territory. Address Rose City Elevator Co., Rose City, Mich.

ST. LOUIS, MISSOURI. On favorable terms, all or part of 50,000 bu. modern grain elevator, also 160 car hay warehouse, with established and profitable local trade, and ideal shipping facilities. Address St. Louis, Box 7, Grain Dealers Journal, Chicago, Ill.

WE OFFER ELEVATOR—Possession Dec. 1st that ships over 250M average, in fine Central Ind. ear corn country with best conditions. 2 houses—one corn and the other wheat and oats. One office—private grounds—fine 1,000 town—2 banks—one O. K. competitor—on Penn. Ry. This is the big bargain in my private list at \$15,000. Date me. John A. Rice, everyday exclusive elevator broker, Frankfort, Ind.

ELEVATOR FOR SALE—In compliance with instructions from the stockholders and from the board of directors, we hereby advertise for sale to the highest bidder the property of The Stanton Farmers' Elevator, located at Stanton, Minn., 36 miles south of St. Paul, on the Chicago Great Western railroad, consisting of grain elevator, 20,000 bushels capacity, equipped with dump weighing-in scales, automatic weighing-out scales, new "Owens" cleaner, 16 horse power gas engine. Strong-Scott 4-roll feed mill and cob crusher, all in good repair and working order; also extensive new coal sheds.

This is a good proposition, exclusive trade in coal, millfeed and grain, excellent farming country tributary, \$70,000 business annually. Sealed bids will be received if accompanied by certified check for \$200. Bids will be opened at 12 o'clock, noon Nov. 1, 1911. Signed, Thomas Lawler, President; G. N. Knapp, Secretary; Stanton Farmers' Elevator, Stanton, Minn.

**AUCTION
Grain Elevator**

At McCool, Indiana, Wednesday, Nov. 1, 2 P. M., this elevator will be sold on premises at auction to highest bidder. Elevator in fine running condition. Located 40 miles southeast of Chicago, 15 miles north of Valparaiso, in good grain belt, on crossing of B. & Q. and E. J. & E. Ry. Built only a short time ago, with every up-to-date equipment; 22,000 capacity. Attend the auction, for it sells publicly to the best bidder. Sale Nov. 1. Write today for large bills, full description and terms to **WRIGHT & SON, Auctioneers, Lafayette, Ind.**

ELEVATORS WANTED.

WANTED AN ELEVATOR in northern or central Okla. Have good northern Okla. farm to trade for it. Address M. Vandenberg, Hunter, Okla.

240 ACRES highly improved central Kans. farm to exchange for an elevator. Write for description and price. Address Exchange, Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

HAVE TWO GOOD FARMS to trade, one or both, for elevator that has a good location for grain, flour and coal trade. Prefer residence and a little ground. Address M. E. D., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill., Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

INDIANA. Can get you one LE&W elevator in central Ind. for \$10,000, fair house with modern equipment that ships 200M corn and oats and has \$1,000 profit coal bus. 1,500 town, 2 good banks, all roads gravel, one O. K. competitor. First man to it gets it. Date me. John A. Rice, Frankfort, Ind.

LINE ELEVATOR BARGAIN. Line of 9 one man houses and one corn station, average shpts. over million—netted for 8 yrs. over 20%. First class property—all on one good R. R.—best ear corn territory. Conditions right. Some man with cash get 3 or 4 more and take on this line. John A. Rice, Frankfort, Ind.

BUYER OR SELLER.

R. W. Jeter, the elevator salesman, can furnish you with either one. If you wish to buy an up to date plant or if you have one to sell, write me and I can prove to you that I handle the best, and it is thru this reputation that I solicit your continued patronage. Write at once. R. W. Jeter, Ashton, Ill.

OFFER ONE PRIVATE LIST Van Ry. bargain. Large elevator, one acre private ground, top notch, paved street, 1,500 town, 2 banks, very large, good gravel road territory, ships over 200 M. retails 50 to 75 bus. daily—house fair—finely equipped in central Ind. Best \$11,000 bargain in the market. Date me. John A. Rice, reliable elevator broker, Frankfort, Ind.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

BUSINESS OPPORTUNITIES.

OKLAHOMA. For sale flour, feed and coal business. Good feed mill in connection. In good Okla. town. Address Mill, Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Active working interest in old established Cincinnati grain and hay house, doing a large business. Part cash, balance realty, if necessary. Address Estep, Box 5, Grain Dealers Journal, Chicago, Ill.

FACTORY PLANT in town of 1,200, good farming country near Cincinnati. Practically new machinery for feed grinding, corn meal and wheat cleaning; also complete butter making creamery, warehouse and corn crib. Address H. J. Whitacre, 22 W. 7th St., Cincinnati, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

BAGS FOR RENT.

SECOND HAND COTTON GRAIN BAGS for sale from 100 to 5,000. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED PARTNER in elevator in bean belt of Michigan. To an active party this is a good opportunity. Address Partner, Box 6, Grain Dealers Journal, Chicago.

PARTNER WANTED in well established wholesale business. Office position. None but reliable parties with capital need apply. Mountain town health resort. Address P. O. Lock Box No. 237, Steamboat Springs, Colo.

SITUATIONS WANTED.

POSITION WANTED as traveling solicitor grain, coal or live stock. Any territory. Address Solicitor, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED—POSITION as grain buyer or to handle elevator. 15 years experience gas or gasoline engines. Speak English only; married; highest references. B. Y. Cogar, Danville, Ky.

WANTED POSITION as traveling solicitor, auditor or bookkeeper in the grain or milling trade. 12 years experience. Best of references. Address S. S., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED SITUATION by experienced grain man. Best of reference. Want year round station. Can handle feed and flour. Want good town in Texas, Okla. or Kans. Can go at once. State salary. Address W. M. Black, Hominy, Okla.

WANTED POSITION AS MANAGER or traveling solicitor for an up-to-date firm. 15 years as manager of a large line of country elevators. Best references. Address E. S. H., Box 7, Grain Dealers Journal, Chicago, Ill.

TRAVELING SOLICITOR OR BUYER wants position. Nine years on road, two years as floor salesman. Always been able to get business that sticks. Must have larger opportunities than present. Good auditor and correspondent. Want a good firm, looking for a good man. Address Buyer, Box 8, Grain Dealers Journal, Chicago, Ill.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, LA SALLE STREET CHICAGO, ILLINOIS

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

GRAIN WANTED.

EAR CORN IN SHUCK wanted. First-class quality. Quote prices delivered Texas points. Reinhardt & Company, Jacksonville, Texas.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MISCELLANEOUS.

WANTED—BALED HUSK CORN HUSK in car lots. C. T. Hamilton, New Castle, Pa.

BUCKWHEAT FOR SALE.

BUCKWHEAT FOR SALE in car lots. Write for samples. A. Hakes, Manson, Iowa.

PURE WHITE BUCKWHEAT FLOUR for sale. Buckwheat groats and buckwheat grain. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

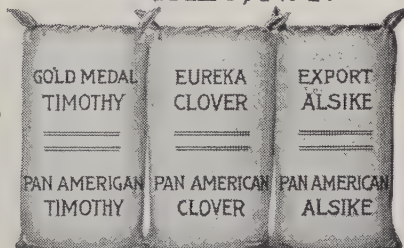
H. S. COVER

124 Perley St., SOUTH BEND, IND.



SEEDS FOR SALE—WANTED

Whitney-Eckstein Seed Co.
BUFFALO, N. Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

KAFFIR KORN and MILO MAIZE

Tomlin Grain Co.
KANSAS CITY, MO.
BUYERS AND DISTRIBUTORS
Ask Us For Price

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS

ALL SEEDS SOLD

Forty-eight inquiries from one insertion of an ad. in the "SEEDS FOR SALE" columns of the

GRAIN DEALERS JOURNAL, CHICAGO

THE AD.

FOUR CARS NEW TIMOTHY SEED for sale. Write for samples and prices. Yost & Morley, Libertyville, Ia.

THE PROOF

Libertyville, Ia., Aug. 20, 1911.

Gentlemen:—Please discontinue our "Seeds For Sale" ad., as we have sold all. We have received 48 inquiries up-to-date.

Respectfully, Yost & Morley.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M. G. Madson Seed Co., Manitowoc, Wis.

RED RIVER EARLY OHIO SEED potatoes. We also want to buy timothy seed, car lots or less; send samples; also Bromie grass-millet seed, etc. N. J. Olsen Co., Moorhead, Minn.

TIMOTHY AND RED TOP. Quote price with samples. M. J. Yopp Seed Co., Paducah, Ky.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples
Toledo, Ohio.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.
Kansas City, Mo.



Headquarters for Wisconsin Grown Timothy and Clover Also Dry Land Montana Grown Alfalfa

ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

W.H.SMALL & CO.
SEEDS

Clover, Timothy, Red Top, and All Other Field Seeds

Also Receivers and Shippers of

GRAIN and HAY

Send Us **Samples**
Ask for
EVANSVILLE, IND.

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

ORCHARD GRASS AND BLUE GRASS. Ask for free booklet, samples and prices, car lots or less. Louisville Seed Co., Louisville, Ky.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

IF YOU WANT
the Top of The Market for your
TIMOTHY SEED Mail 2 oz. samples for bids to
SEED G. S. MANN, BROKER
512 Postal Telegraph Bldg., CHICAGO, ILL.

SEEDS WANTED

CLOVERS—(Medium Red and Alsike)
TIMOTHY

Garton Cooper Seed Co
SUGAR GROVE, ILL.

The Indiana Seed Co.

Indianapolis, Ind.

We are in the market for Clover, Timothy, Alsike and other field seeds.

Send samples for our bids

MEAL WANTED.

QUOTE US delivered prices on hominy meal and mill feed in car lots. Eberts Grain Co., Nabb, Ind.

MEAL AND CHOPS WANTED. We are in the market for continuous shipments of corn meal and chops and will be pleased to hear from manufacturers. Metzger & Gibson, Meridian, Miss.

SCREENINGS WANTED.

WANTED WHEAT SCREENINGS, corn screenings, chicken feed wheat. Send large express samples. Henry Lichtig Grain Co., Kansas City, Mo.

ALFALFA SEED

Utah and Idaho grown We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.
OGDEN, - - UTAH
Est. 1887

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

FOR SALE

Alfalfa Seed Timothy Seed

THE NEBRASKA SEED COMPANY

OMAHA, - NEBRASKA

Established 1875

The M. G. MADSON SEED COMPANY

SEED GROWERS, IMPORTERS and MERCHANTS

Send for Samples and Price

MANITOWOC, WISCONSIN

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN



Minneapolis Seed Company

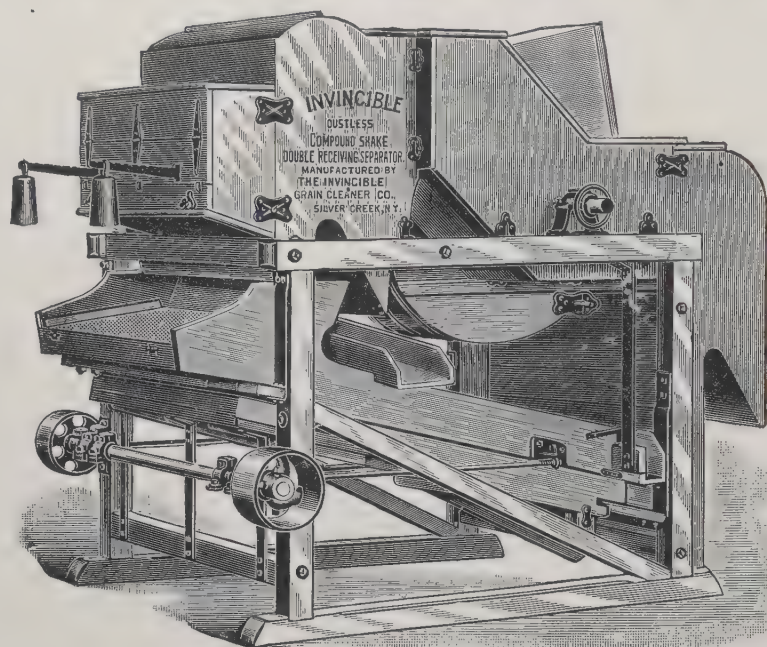
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

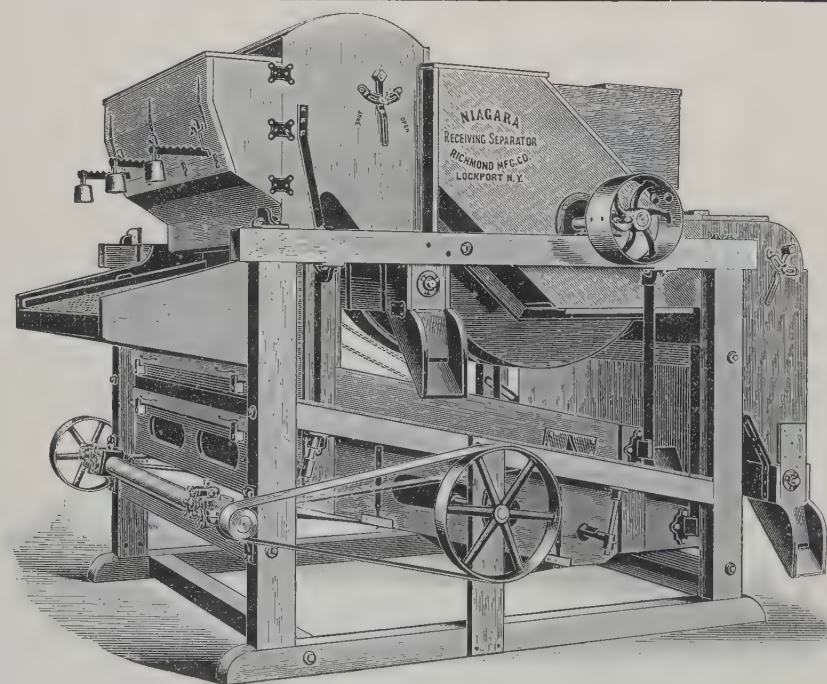
INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas, City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,



Niagara Receiving Separator

Especially adapted for cleaning all kinds of grain.

Steel Sieves Ring Oiling Boxes

Built of steel, wood or wood covered with steel, in capacities from 30 to 4,000 bushels per hour.

Richmond Mfg. Company LOCKPORT, N. Y.

Established 1863

J. H. PANK, Northwestern Representative, 916 Flour Exchange Building, Minneapolis, Minnesota

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., OCTOBER 25, 1911.

"NO INSURANCE" is the sad ending to our reports of several grain elevator fires recently.

CLOSE reading of our advertising columns will often disclose just the opportunity you are looking for.

A BUFFALO grain dealer who had reached the age of 99 died recently. Buffalo seems to be an unusually healthy place to conduct the grain business.

WEEVIL are causing country elevator men who are holding wheat more trouble than usual, so it behooves those who are storing wheat to turn it over occasionally and examine carefully for weevil, as well as for bin burnt grain.

SHIPPERS who clean their grain before loading into cars do not waste money in paying freight on dirt and screenings. Many millers and some grain dealers clean all small grain before weighing it and return the screenings to the farmer.

AN OMAHA shipper has brot suit against the C. & N.-W. Ry. to collect \$7.00 damages, the amount of loss due to leaky car. It is quite encouraging to the trade at large to find some shippers who are willing to fight for their rights. It encourages others to do likewise, and educates carriers to a fairer consideration of the rights of shippers.

DELAY in forwarding Bs/L often cause much trouble to receivers, and occasionally expense for demurrage to shippers. Banks thru which drafts are made should be instructed to forward Bs/L promptly to destination.

A NORTH DAKOTA buyer who is now serving a term in the penitentiary, because he embezzled a small sum from the St. A. & D. Elvtr. Co., will have ample time to discuss with himself the proper and profitable course to pursue when tempted to take your employer's money.

SO MANY serious accidents have occurred in grain elevators during recent months, it would seem that operators are becoming more careless than usual. If elevator owners would take the precaution to protect all dangerous machinery, so that it would be inconvenient for employees to get caught in gears and belts, many lives would be saved and much suffering prevented.

INDIAN CORN is to be made the official floral emblem of the U. S., if the Dept. of Agriculture is successful in the campaign it is said to be about to undertake. Corn occupies a more important place in the commerce of America than any other native product. It supplies us with many different forms of food and drink, and is fully entitled to the recognition intended.

OWING to a typographical error in the last number, in our article on "\$5.00 Per Car for Bulkheads" this new charge, which will go into effect Nov. 1st, was not made applicable on western railroads. The western railroads are the avaricious ones who are levying the charge, and after the first of next month, all western shippers will be billed \$5.00 extra on every grain shipment in which they use a bulkhead.

AN EXPLOSION of dust is credited with the destruction of the large Rialto elevator at Milwaukee. The plant was an old one, and dirty, so the explosion was to be expected. Many explosions during recent years have proved to the grim satisfaction of everyone cognizant of the fact, that vegetable matter when suspended in air in proper proportions and exposed to a light or flame, will explode with great force and scatter fire in all directions.

NEW CORN promises to make much trouble for early handlers. The continued downpour of rain during the past eight weeks is responsible for much soft and moldy corn, which the discriminating buyers will not handle at any price if they can avoid it. In some sections corn has matured, and is not likely to cause as much trouble as for several seasons past, but in most of the northern corn growing sections more trouble than usual is anticipated.

THE TURKS and the Italians have been shooting at one another for some time, without materially affecting American prices for grain, and as there seems to be little prospect of other powers being drawn into the conflict, the war cannot be expected to prove much of a market factor. Exports of Russian wheat are passing thru the Dardanelles as usual, and there seems to be no interruption to the grain trade.

IOWA has a new scale law, which makes it a misdemeanor for any person engaged in the purchase or sale of commodities to possess a scale which does not conform to the standards of weight of the state. The punishment does not exceed 90 days in the county jail or \$500 fine. Some other states have similar laws, but they have not been rigidly enforced. However, the grain men thruout the land are making a more determined effort than ever to have their scales kept in working order.

CONTINUED rain fall has not only postponed the threshing of small grain thruout the Northwest, but it has resulted in a marked reduction, both in quantity and quality, of all small grain in the fields, during the storm. The reduction in yield in western Canada alone, it is estimated, will amount to at least 9,000,000 bus. of wheat, and judging from many reports received from the spring wheat country this side of the line, the reduction will be much larger than has been considered probable by crop report compilers.

THE WRECKING of an Indiana elevator, located on railroad right of way, early this month, by a derailed train, again brings forcibly to the grain trade the fact that elevator owners who suffer damages by reason of such accidents, with their plant located on railroad ground, must fight to collect any damages. While if their elevator were located upon their own ground, they would be visited by the railroad claim agents before they had even seen their wreck. It is the same where elevators are set on fire by sparks from passing locomotives.

SAD to relate, the evidence presented to the commissioner of the Kansas Supreme Court, who has been investigating the cost of inspecting grain in the different grain centers, is to the effect that the cost of inspecting grain by private enterprise never exceeds 50c per car, while under state control it amounts to 80c per car, and what is worse still, more reliable inspections are obtained under private management than where the selection of competent men is controlled by political influence. If the Kansas political machine succeeds in mulcting the grain shippers of that state out of \$1 a car inspection fees, we miss our guess. Their insatiate greed has overreached itself.

WATER BARRELS with buckets handy are credited with saving two Kansas grain elevators from destruction by fire recently. This fire fighting apparatus has always proved more effective than all other hand apparatus combined. It is so simple, so practical, and its use so well known to everyone that it should be installed in every elevator, whether any other apparatus for extinguishing fire is provided or not. The water barrel and the bucket, for years have been credited with the extinguishing of more fires in their incipency than all other kinds of fire fighting apparatus combined.

NASHVILLE grain dealers have won a temporary victory, the U. S. Court of Commerce having granted a temporary injunction, setting aside the decision of the Interstate Commerce Commission, in which the railroads were prohibited from giving to Nashville dealers rebilling and reshipping privileges not accorded to dealers at Georgia points. The case has been contested vigorously for several years, and upon the final outcome depends the prosperity of several other distributing points not parties to this case. In granting the injunction, the Commerce Court held that Nashville commercial interests would sustain greater injury by the sudden taking away of the privileges than the shippers at Georgia points would sustain by the continuance of the Nashville privilege, so the railroads will not discontinue the practice, as had been ordered by the Interstate Commerce Commission, effective Nov. 1st. The Commerce Court will now hear arguments and take the case under consideration.

THE EAGER willingness with which the railroad official takes advantage of the average shipper is deplorable, and, judging from the number of complaints and queries which come to light, many shippers are greatly imposed upon by the railroad companies, simply because they have not a knowledge of their rights or backbone enough to stand up for them. In "Asked-Answered" this number, is the query of a Minnesota shipper, who stands charged by the Omaha road for a minimum carload of flax, and a minimum carload of oats, because he loaded these two commodities into the same car, using a bulkhead to keep them separate. Any fairly disposed person with common sense, would quickly hold that the railroad company might be entitled to the minimum carload on the commodity taking the highest rate, plus \$5.00 for bulkheading, but nothing more. To charge freight on two carloads is absolute extortion, unreasonable and unfair, and cannot be justified by any tariff or state regulation. So long as shippers submit to the greedy exactions of rate clerks, they must expect to be robbed occasionally.

FIXED DISCOUNTS AND PREMIUMS FOR CORN.

The need of more accurate selling, especially by corn shippers, is clearly recognized by the trade, hence the schedule of discounts and premiums adopted at Chicago this week by the Federated Grain Dealers Ass'ns is most welcome. This schedule may not meet the views of all, but it will serve well as a start for fixing discounts on off-grade corn at country, as well as at terminal points.

The trade has come to accept the buying and selling of a stipulated grade "or better" as a relic of the earlier days in the trade, when lax methods predominated. So long as shippers are only able to sell "3 or better corn," there is not much of an impetus for them to buy by grade. Many track buyers have made their annual dividends from discounts and the "or better" grade. With central markets bidding for a specified grade, and a discount fixed for lower grade grain delivered on contracts, country buyers will be more likely to grade their purchases accurately.

The purpose of the Federated Grain Dealers Ass'ns is to induce both buyers and sellers to make their schedule a part of every contract for the delivery of corn. To the surprise of some of the earnest champions of such a schedule, a number of the track buyers have expressed a perfect willingness to enter into contracts, providing for the schedule of discounts and premiums stipulated. Its general adoption will surely obviate a world of trouble and much friction, as well as increase the country shippers chance for doing business at a profit.

BUYING GRAIN BY GRADE.

As the agitation for improved seed grain, and grain of better quality increases, attention must necessarily be diverted with ever increasing intensity to the slack methods of farmers in preparing their grain for market. Many sections of the country have produced much good grain this year, but a large percentage of it has been damaged and its value reduced by lack of care on the part of the growers. In some sections small grain has been so stacked as to expose the grain to the elements, with the natural result that much has sprouted. In Europe farmers so stack their small grain that the rain cannot get past the straw to the grain. It could be done here, too, or, for that matter, tarpaulins could be thrown over the top of the stack, and most of the moisture be kept out.

The average farmer seems to think that his full duty is done when he cuts the grain. Even with flaxseed at \$2.50 a bushel, many of the northwestern growers of this valuable seed piled it out in the wet during the last six weeks and lost heavily. Buyers at country stations

who are alert to their own interests will discount all damaged grain liberally, and thereby avoid suffering a heavy loss when they attempt to ship it to market.

The discrimination against poor grain in all central markets by large consumers is becoming more marked as the prices advance, hence the country elevator man must also discriminate sharply against the poor, and provide more bins for classifying grain as his shipments will be classified in the central markets. It was alright to buy all corn as corn, even tho many farmers delivered cob ends, husks and scourings with their corn, so long as the same mixture did not win a lower grade for the entire shipment at destination, but this can no longer be done. Clean grain only is wanted today, and no one is anxious to pay freight on dirt.

Farmers cannot expect grain buyers to pay grain prices for screenings, but they will not object so long as the elevator men are willing to accept the stuff as grain. The day of more bins for every country elevator, and more careful classification for every kind of grain is near at hand, and the sooner the country buyers discriminate against the poor, the sooner will the farmers take to growing better grain and to placing it in marketable condition before presenting it for sale.

THE MOISTURE TEST.

The Western Grain Dealers Ass'n, at its July meeting, adopted a resolution, recommending the use of the moisture tester by country dealers in buying from farmers. Other associations have taken similar action in the past, and shippers who have used the tester with care have been most thankful for the many losses it helped them to avoid.

Uniform results with the moisture tester can be obtained under uniform working conditions with uniform samples. The wide variation in the quality of the contents of the average carload are more to blame for the variation in tests than the differentiation in apparatus or operators. However, those who are anxious to obtain correct results, must needs conduct their tests most carefully, and with the accuracy of a chemist. It is not a difficult matter to conduct the tests properly, but a very easy matter to conduct them carelessly, improperly, and with indifferent results; in fact such tests are at best worth little more than a guess.

The opinion prevails in many quarters that the frequent protests against the moisture test is in reality not a protest against its proper use, but a protest against its abuse, because some buyers have depended upon the small excess percentage of moisture for their profits, sometimes called "discounts."

However, the fact remains that so long as corn contains an excessive amount of moisture, those who handle it profitably must take cognizance of it as well as other factors entering into quality.

DEMANDS DAMAGES FOR LOSS DUE TO DELAY.

In the past, not many grain shippers have had the temerity to file a claim with the railroad company for damages due to the delay of their grain in transit, or at initial point by carrier. This is not to be wondered at, when we take into consideration the fact that the majority of shippers did not dare to file a claim against the railroad company for anything. Having their elevator located on railroad right of way, they have not sufficient nerve to insist upon having what is rightfully due them. A few file claims formally, which are well authenticated, and then follow up their claim so persistently that they are paid, but the majority of shippers file a somewhat indefinite claim, and then forget about it, and of course the railroad's claim agent is just as happy to forget about it as anyone could be.

In view of the conditions existing today and in the past in the matter of claims against the railroad companies, it is decidedly encouraging to learn that J. E. Miller of Greene, Ia., has filed a claim against the Rock Island Ry. Co. to the amount of \$2,791 because the defendant failed to furnish cars, causing him to lose 3 to 13c per bu. on 9 cars of shelled corn shipped from Packard to Davenport, Ia. Then he suffered another loss in Dec., 1909, and Jan., 1910, because of failure by carrier to furnish cars demanded, in fact Mr. Miller was compelled to keep the corn in store so long that it heated, and by the time it arrived at Davenport, he could get only 47c to 56c per bu., instead of the 60c at which it was sold. In Mar., 1910, he shipped 2 cars of corn to Cedar Rapids, on which there was a shortage amounting to \$579. At another time he suffered a loss of \$514 because railroad company delayed the delivery of corn until market had declined in the amount of damages asked. Two other counts for similar damages were also included in the plaintiff's claim.

The railroad companies are becoming so very punctilious in charging for everything the shipper has, that it is but natural the shipper should turn. If more shippers would sue for losses forced upon them by reason of carrier's failure to perform the service it contracts to do, a more earnest effort would be made to protect the shippers' grain, and to move it when it is ready to move.

Many shippers are now using duplicate car order blanks, and in cases where they are unable to get cars from their local agents, they immediately follow up their demands with a similar order on the freight traffic manager. The result is they generally get much better service, even tho at times they do not get cars as promptly as they should have them.

The case against the Rock Island will no doubt be successful, because it is a very easy matter for the shipper to prove

failure of railroad company to perform the service for which it was chartered by the state, and it is also easy to measure the damages suffered by the shipper between destination and initial point. Both being within the state, and the distances short, any jury will naturally surmise that the carrier refused to handle the local freight, because of large earnings offered by thru freight to distant markets in other states.

When every grain shipper insists on prompt service or reimbursements for losses sustained by reason of delay, the carriers will reorganize their operating departments, and make a more determined effort to render the service the shipping public is entitled to receive.

THE DEALER WHO DEFIES CUSTOM.

The grain trade owes much to that stanch pioneer in trade reforms, who has the courage of his convictions, who not only talks better methods, but adopts them in his own business, regardless of what his competitors think or do. The grain buyer who is a slave to custom, cannot expect to advance much over the methods in vogue with his predecessors. Many men have been forced into bankruptcy and poverty by their slavish servility to the practices of their section. Every grain dealer admits, in fact most will insist that lending grain bags, granting free storage, advancing money, giving the rise of the market, and a lot of other expensive practices are all wrong, and should not be tolerated, yet they turn right around and permit their possible profits to be sacrificed to them.

The man who has a wishbone in place of a backbone, attains little that is desirable. He never reforms, never improves anything. But the strong man, who carefully analyzes his business, seldom hesitates to eradicate wrong practices when he finds them. It is easier to work reforms thru organization, especially of those dealers who come directly in competition with one another but the strong man works the reforms in his own business, regardless of what his competitors are doing, and is the first to profit by the elimination of false practices.

The grain dealer who thinks it is necessary for him to wait until his competitors do what they ought to do, before he attempts to do what his business interests demand that he should do, is afraid to live up to his convictions of what is right, while that dealer who persists in running his business as he thinks is right gains strength by doing right, and generally succeeds, whether his competitors co-operate with him in working the reforms, or scout his attempts to work trade innovations. It is easy to float with the current, but it takes courage and determination to swim up stream. The live dealers lead the way to better methods.

RECOMMENDATIONS OF THE Federation of Grain Dealers Ass'ns on Buying and Selling Corn on Basis of Moisture Content.

At a meeting of the Presidents and Secretaries of grain dealers associations held at Chicago, Oct. 25-26th, the matter of buying corn on the basis of moisture content as suggested by Dr. Duval, of the Agricultural Dept., was fully considered in a lengthy conference in which several members of the Chicago Board of Trade participated.

The schedule given below is promulgated by the Federation of Grain Dealers Associations, an organization of Grain Dealers Ass'ns promoted at the annual convention of the Grain Dealers National Ass'n, recently held at Omaha, for the purpose of establishing a uniform basis for buying and selling corn, on the basis of its quality as effected by the moisture content.

SCHEDULE A.—DISCOUNTS.

Where the moisture content is over 19½ but not over 20%, the discount shall vary in proportion to the contract price as follows:

35 to 45 cts. per bus., discount 1 ct.
45 to 55 cts. per bus., discount 1½ cts.
55 to 70 cts. per bus., discount 1½ cts.
70 to 85 cts. per bus., discount 1½ cts.
85 to 100 cts. per bus., discount 2 cts.

Where the moisture content is over 20 but not over 21%, the discount shall vary in proportion to the contract price as follows:

Contract price 35 to 45 cts. Disc't. 1½ cts.
Contract price 45 to 55 cts. Disc't. 2 cts.
Contract price 55 to 70 cts. Disc't. 2½ cts.
Contract price 70 to 85 cts. Disc't. 3½ cts.
Contract price 85 to 100 cts. Disc't. 3½ cts.

Where the moisture content is over 21 but not over 22%, the discount shall vary in proportion to the contract price as follows:

Contract price 35 to 45 cts. Disc't. 2½ cts.
Contract price 45 to 55 cts. Disc't. 3 cts.
Contract price 55 to 70 cts. Disc't. 3½ cts.
Contract price 70 to 85 cts. Disc't. 3½ cts.
Contract price 85 to 100 cts. Disc't. 4 cts.

PREMIUMS.

Premiums to be allowed on grain testing under 19½% but not less than 18% moisture follow:

35 to 45 cts. per bus. Premium ½ ct.
45 to 55 cts. per bus. Premium ½ ct.
55 to 70 cts. per bus. Premium ¾ ct.
70 to 85 cts. per bus. Premium 1 ct.
85 to 100 cts. per bus. Premium 1 ct.

Premiums for corn containing under 18%, but not less than 17% moisture at the contract prices stipulated follow:

Contract price 35 to 45 cts. Premium ½ ct.
Contract price 45 to 55 cts. Premium ¾ ct.
Contract price 55 to 70 cts. Premium 1 ct.
Contract price 70 to 85 cts. Premium 1½ ct.
Contract price 85 to 100 cts. Premium 1½ ct.

Premiums for corn containing under 17% but not less than 16% moisture at the contract prices stipulated follow:

Contract price 35 to 45 cts. Premium 1½ ct.
Contract price 45 to 55 cts. Premium 1½ ct.
Contract price 55 to 70 cts. Premium 2½ ct.
Contract price 70 to 85 cts. Premium 2½ ct.
Contract price 85 to 100 cts. Premium 3½ ct.

Premiums for corn containing under 16% but not less than 15% moisture at the contract prices stipulated follow:

Contract price 35 to 45 cts. Premium 2 ct.
Contract price 45 to 55 cts. Premium 2½ ct.
Contract price 55 to 70 cts. Premium 3 ct.
Contract price 70 to 85 cts. Premium 3½ ct.
Contract price 85 to 100 cts. Premium 4 ct.

The above schedule is enforceable only when made a part of contract in purchase or sale of corn, and the grain trade is urged to make contracts on basis of this schedule.

Among those present and co-operating were Charles B. Riley, Sec'y Indiana Grain Dealers Ass'n; Lee G. Metcalf, Pres. and S. W. Strong, Sec'y Illinois Grain Dealers Ass'n, I. L. Patton, Pres. and Geo. A. Wells, Sec'y, Iowa Grain Dealers Ass'n., E. M. Wayne, Pres., Grain Dealers Nat'l Ass'n.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WHERE OBTAIN FIELD PEAS?

Grain Dealers Journal: From what points in Michigan, Wisconsin and Canada can we obtain Canadian field peas?—J. Bolgiano & Son.

WANT NAMES OF MANUFACTURERS OF BURR STONES.

Grain Dealers Journal: Where can we procure a list of the manufacturers and users of burr millstones?—Thos. H. Dallett Co., Philadelphia, Pa.

WHERE OBTAIN GROUND CORN COBS.

Grain Dealers Journal: In reply to L. & Co., in The Journal Oct. 10, wishing to know where ground corn cobs can be obtained, I would state that cobs are ground by the Heffner Milling Co., of Circleville, O. We ship the milling company cobs by the carload, as this saves us the trouble of burning them and the company pays the freight.

We understand the expense of grinding cobs is considerable, as the cobs require drying before grinding; but when mixed with sugar factory refuse they make a flaky dairy and horse feed of high nutritive value, the cob meal giving the necessary bulk.—H. G. Wolf, mgr. Null Grain Co., Morristown, Ind.

RECOVERY FOR BREACH OF CONTRACT BY FARMER?

Grain Dealers Journal: On June 24 we bot corn of a farmer who intended to deliver July 3; but after an unavoidable breakdown he said he would deliver if we would promise to take the grain regardless of whether the market goes up or down. We told him we would take the grain if he made delivery in contract time.

The farmer made another attempt to deliver and claims he could not get a sheller. When we made demand for the corn he refused. The market had advanced 10 cents per bu. As we had sold the corn we had to buy it in on the Board of Trade to fill contract, at a difference of \$300. We have brot suit against the farmer for the difference. Will we win?—A. M. Eastburn & Co., Sheldon, Ill.

Ans.: There is no doubt whatever of the farmer's liability to you for the difference in the value of the grain at the time he should have delivered it and the time he refused to deliver it. If you can prove he made a sale to you, it would be a comparatively easy matter for you to collect the amount of your loss, as many other grain buyers have done in recent years. It is the practice now of most country buyers, who contract to buy grain from the farmer, to use written contracts. Then it is an easy matter to prove the contract and its terms and to collect the full amount of damages by reason of failure to deliver.

MINIMUM CAR TO CLEAN OUT OLD CORN?

Grain Dealers Journal: We made application to the C., B. & Q. agent here for a 40,000-lb. capacity car in which to load 700 bus. of No. 2 yellow corn. This is all the corn we have of this grade and quality, and there is no other old corn in this vicinity that we know of.

We are advised by the railroad company that it has no 40,000-lb. cars, and the company has also refused us permission to load a larger size car as a 40,000-lb. Have we any recourse?—Mathis Bros. & Co., Prophetstown, Ill.

Ans.: Shipper may load one car a year of each kind of grain at a minimum of 24,000 lbs. straight or 30,000 lbs. mixed to clean his elevator. If Mathis Bros. have not already exhausted their privilege they have only to make application, stating the facts that this shipment is a clean-up of this kind of grain. The privilege is again granted in the latest tariff of the C., B. & Q. R. R., issued Sept. 30 and effective Nov. 1, 1911, known as C., B. & Q., G. F. O. No. 1362—G, or I. C. C. No. 10443. On page 21, section 1, is the following Item No. 19:

"In order to make a clean up of grain and seeds once per year, shippers may load one straight carload of each kind of grain or seeds on the basis of 24,000 lbs. minimum, or one mixed carload on the basis of 30,000 lbs. minimum. Rates on mixed lots as above to be highest carload rate named herein for any kind of grain or seeds the car contains; provided, however, that when two or more kinds of grain or seeds are loaded in car same must be separated by sacking all except one kind. When more than one delivery is required at destination the second and each subsequent movement will be at the legally established switching charge."

MUST SHIPPER PAY FREIGHT ON MINIMUM OF FLAX AND OATS?

Grain Dealers Journal: We bulkheaded a car of grain to Minneapolis, Minn., on Sept. 15 containing 28,240 lbs. of flax and 27,980 lbs. of oats; the capacity of the car was 60,000 lbs. The railroad company demands we pay them the minimum carload rate on each kind of grain, which is 45,000 lbs. on flax and 45,000 lbs. on oats, thus making double charges on both commodities.

Are these charges in accordance with the rate laws of this state? Are we obliged to pay double charges on this class of shipments?—Farmers Elev. Co., per O. F. Johnson, mgr., Bigelow, Minn.

Ans. You are not liable for freight on minimum carload of each kind of grain in a bulkheaded shipment. Prior to the Western Trunk Line Rule No. 700, Circular 1-G, there was no provision for bulkheaded cars of grain and flaxseed moved from one point to another within the state of Minnesota; the only provision being for mixed carloads of grain. Effective Nov. 1, 1911, the correct rate to apply will be the rate on flaxseed from the point of shipment to destination for the entire weight of grain in the car, plus \$5 for the privilege of bulkheading. Permission to make this change in Minnesota was given the carriers by the Minnesota Railroad and Warehouse Commission July 31, 1911, and should have been put into effect by Aug. 10, 1911, at the latest.

There does not appear to be any good reason why you should be called upon to pay anything in excess of the rate granted by the Railroad Commission, and we would suggest that you refuse to pay any other rate.—Ed.

ALLOWANCE FOR LABOR IN COOPERING?

Grain Dealers Journal: Is it true that the C. & E. I. R. R. allows the grain dealer 80 cents for coopering each car, where only the labor is needed; and that if lumber is needed that would be extra?—J. W. Wallrich, mgr. Bryce Farmers Grain Co., Bryce, Ill.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

U. P. BOX CARS IN BAD CONDITION.

Grain Dealers Journal: We are troubled here with receiving dilapidated old box cars from the Union Pacific Ry., while those of other railroads seem to be in far better condition. Is there any reason for this, and if possible is there any remedy?—F. J. Polley.

POOR CARS SUPPLIED BY MO PAC.

Grain Dealers Journal: Leaking cars seem to be abundant on the Missouri Pacific Ry., yet the cars from smaller systems are far above the M. P.'s in condition and better for loading grain. It is impossible for me to see why one system cannot supply cars fit for loading if another one can supply cars of a much superior grade. E. A. Rhodes, Howe Eltr. Co., Howe, Neb.

WHAT WILL BUYERS DO?

Grain Dealers Journal: Many country elevator men contracted corn from farmers last summer and sold against their purchases in the Chicago market for early delivery. The present condition of new corn will prevent the farmers delivering as they intended to do. The buyers must default on their delivery or buy in at a loss. Will the country elevator men stand the loss or require the farmers to make good their contracts? Will they be ahead either way?—Danville.

SIGNATURES OF STATION AGENTS SHOULD BE REGISTERED.

Grain Dealers Journal: After reading the letter published in the Journal for Sept. 25th in regard to an innocent country lad getting into the Denver dealers for \$10,000, with bogus Bs/L, it seems to me the railroad ought to have some way in regulating the signatures of their agents. How can any of us know whether the signature is valid or not? I should think the banks would have been held responsible for this. They are extremely careful in regard to signatures on checks, why should they not use this same care with a B/L?—M. T. Cummings, M. T. Cummings Co., Lincoln, Neb.

A PLEASANT SURPRISE.

Grain Dealers Journal: If anybody says or thinks all grain dealers are rascals they are mistaken. About a year ago we made an error in an invoice to Hartnett & Bradfish, of Weatherford, Tex., of \$146.67, and today received a check from them for the full amount, on their own motion. Please let us tell the trade about this thru your columns. Mighty nice to have such experiences occasionally. — Yours truly, The Howe Grain & Mer. Co., by J. A. Hughes, Mgr., Howe, Tex.

OBJECTS TO PAYING INTEREST ON DRAFTS.

Grain Dealers Journal: I think the Wichita board of trade has no lawful right to bid us so much for our track wheat and then charge us interest on drafts. When we load that wheat in cars and indorse B/L to the buyer, ownership of that car of grain changes immediately. If they bid us basis Wichita or Kansas City, that's different. This deal is simply the old 100-pound dockage under a new name. — Greensburg Grain Co., Greensburg, Kan.

GRAIN SHIFTED TO END OF CAR.

Grain Dealers Journal: I think if the railroad companies would run more freight trains, and not try to run so few and as heavy as possible, that it would not only benefit the grain man but the railroad companies also. Engineers have to start their trains, and is it usually necessary to "yank" the whole train. This causes grain in cars to move to one end of the car, and either causes a leak thru end windows or breaks out the grain doors. I recently shipped a car to San Francisco, and it was sidetracked at Columbus, Neb., because the agent said that I had not loaded it right, the grain being all at one end. Do you know what caused this? I do. I have loaded cars since 1872.—J. J. Hansen, Mgr. Reisch Bros., Benton, Neb.

AN ASS'N VICTORY FOR WABASH SHIPPERS.

Grain Dealers Journal: We are glad to report that bids from Buffalo will now be the same for grain originating on the Wabash road in Illinois as on other roads. There have been more or less discussions and meetings regarding the so-called discriminatory bids from Buffalo against Wabash grain, and until very recently the bids were from $\frac{1}{4}$ c. to $\frac{1}{2}$ c. per bushel less on Wabash grain than on other roads. Recently the bids have all been equal, with the exception of one concern in Buffalo who were so situated that they bid less for Wabash grain on account of the switching out of their elevator on the Nickel Plate road.

This has now been overcome and tariffs will be issued by the Wabash road, effective about Nov. 16, opening up the old route which formerly carried considerable grain from the Wabash territory to Buffalo via New Haven, Ind., in connection with the Nickel Plate Railroad. This places three fast freight lines in operation via New Haven Ind., in connection with the Nickel Plate Railroad, viz: Lackawanna Line, Traders Dispatch and Nickel Plate Line.

We know this will be good news to Wabash shippers, and practically becomes operative in time for the movement of the new crop of corn.

Members of the Illinois Grain Dealers

Ass'n are to be congratulated that their efforts in behalf of Wabash shippers have been successful, and they should take notice to themselves that by united action they can rid themselves of all discriminations and exactions in the trade. —Very truly yours, S. W. Strong, Sec'y, Urbana, Ill.

AMERICAN YIELDS.

BY HENRY G. BELL, AGRONOMIST.

The yield of our crops and the conservation of the fertility of our farms are subjects of absorbing interests at the present time. No less personage than the President of this great country has seen fit to devote a large amount of his addresses to these popular questions, during his recent visit to the various states. Agricultural colleges, experiment stations, farmers' organizations and other national agricultural organizations are more active than ever in an effort to induce the farmer to increase the yield of his acres. We ask the reason for all of this abnormal interest.

The answer is evident when one takes into account the increasing demands of the times. Never in the world's history has a country increased with the rapidity that has marked this nation's growth. Within the last decade our population has increased almost 22%. At this rate of increase it is quite evident that the question of national sustenance is forcing itself upon the minds of our leaders in commerce and politics.

Prof. W. J. Spillman, head of the Farm Management Bureau, U. S. Depart. of Agri., has divided the methods of farming of this continent into three classes, from a fertility standpoint.

First—Live Stock Farming.—A system where all of the products of the farm are fed to stock upon the farm and the manures applied to the acres where crops are grown.

Second—Grain and Hay Farming.—A system where the fertility of the soil is maintained by plowing—under green crops, such as leguminous crops, which supply nitrogen by virtue of their root tubercles, and also supply humus by virtue of the organic matter which is plowed under.

Third—Non-humus.—A system where no attempt is made whatever to maintain the fertility of the soil, but the crops are harvested year after year without any attention being given to the fertility question.

All classes of American farms can be placed in some one of these classes. The fertile Middle West areas of this continent contains very few farms of the last class. Nearly all farmers have awakened to the fact that intelligent interest must be given to maintenance of the source from which future wealth is to come. Fertility of the farms is being depleted least where the first system is in use. Even this system does not permanently maintain the fertility. It does not obtain maximum yields from the acres cultivated. Rotation of crops, soil drainage, scientific soil cultivation, seed selection and the scientific application of farm manures supplemented by fertilizers are necessary in order to obtain maximum returns from the investment.

A brief study of European yields, as compared with some American yields, is instructive and is of interest. Scotland produces some of the best grains and root crops in the world. The farmers of that country have long been noted for the scientific practices which they follow in the management of their farms. The

yields are in many cases double on the Scotch farms to what they are in America. We at once ask: "Why?" The answer, of course, is found in the systems of farm management which they pursue. The Scotch farmer, first of all, is not blessed with a soil of superior quality to that which is owned by his American cousin. However, the methods which he pursues in maintaining the fertility of his land produce the increased yields.

First of all the Scotchman pays great attention to the drainage of his soil, which practice gives proper aeration to the soil, so that the minute bacterial inhabitants of the earth thrive and perform their necessary function in bringing into availability plant food which otherwise would be unavailable. Such a practice also has a beneficial effect upon the physical condition of the soil. His rotation of crops is such that the drain on the fertility of the soil is varied from year to year. The Scotch farmer, moreover, does not allow weeds to rob his soil of moisture or plant food in competition with the crops which he grows. The Scotch farmer gives his seed bed thoro preparation and his crops necessary cultivation.

Supplementing these good practices of farm management he has long since practiced the addition of fertilizers. He has learned that much of the nitrogen, phosphoric acid and potash, which are necessary for the production of maximum yields of crops cannot be supplied to the soil by either judicious rotation or the application of the farm manures. He therefore has applied fertilizers to his several crops—fertilizers suited to the crops, and has thereby increased the yields of his farm from what we would call a good average yield to yields far beyond the mark yet reached by American farmers.

Our Eastern-American farmer has been influenced by European experiences so that he has adopted considerable of European practices. In Aroostook County, Me., potato growers have learned the great advantage of supplementing good crop rotation with the addition of considerable fertilizers. For example, the Aroostook farmer following a rotation of potatoes, grain and clover applies to his potato crop from 1,000 lbs. to 2,000 lbs. fertilizer, analyzing 4% nitrogen, 6% phosphoric acid and 10% potash.

As a result of this system he is able to harvest from 200 to 400 bus. of potatoes per acre; in fact, the average yield of potatoes for the whole state is 225 bus. per acre. While the investment per acre is great under such a system, the enhanced yields have made the potato industry immensely remunerative when good marketing of the crop has accompanied such systems of production.

In the last analysis the question of larger yields on American farms resolves itself into a question of scientific farm management. President Taft bespoke the convictions of the greatest leaders of the country when he said "The farmers must use brains if they would prosper."

If Scotland, Sweden, Germany, France and England can vastly outyield this country in the production of our staple cereals, there must be some essential reason. The reason, we believe, is that the European farmer, due to the scarcity of available farm lands, and to the greatly increased cost of farms, has been forced to employ more intensive methods of farming, and has learned to supplement good practices of land tillage and crop rotation by the addition of fertilizers suited to the crops which he grows.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Esterhazy, Sask., Oct. 10.—Wheat is yielding from 18 to 35 bus. per acre; oats, 25 to 40. Grain badly frozen here this year.—J. G. Lounsbury, agt. International Eltr. Co.

COLORADO.

Pueblo, Colo.—Crops good in Arkansas Valley and corn good.—J. F. Sprengle, mgr. Andrew McClelland Merc., Industrial & Realty Co.

IDAHO.

Sweetwater, Ida., Oct. 10.—Farmers are busy seeding and some grain is up 3 to 8 in. Grain is nearly all in warehouses. For my share I received at this station, between July 19 and Oct. 1, 101,792 sacks, of which about 65,000 were wheat and the rest barley. By the time I get done I will come near the 110,000 mark.—Peter Muench, agt. J. Alexander Co.

ILLINOIS.

Watseka, Ill., Oct. 14.—Corn is well matured and will make a fine crop.—H. Bell, mgr. Watseka Farmers Grain Co.

Rutland, Ill., Oct. 20.—Little wheat is grown here, it looks well. Corn was damaged by wet weather in September, but will be the best in years.—L. E. Ingram.

Mill Creek, Ill., Oct. 14.—Wheat seeding has been delayed about two weeks by rains. Corn is exceedingly good and will average about 50 bus. per acre.—Scott & Jordan.

Georgetown, Ill.—New corn is down and in bad condition. Too much rain. Have been getting considerable old corn. Farmers are holding oats for 50 cts.—W. P. Lewis.

Minonk, Ill., Oct. 21.—Corn crop good in this vicinity, from 50 to 60 bus. per acre. Old corn all gone; 80% of the oats in farmers' hands.—Thomas Shapland, mgr. Spires Eltr. Co.

INDIANA.

New Harmony, Ind., Oct. 14.—Corn in this vicinity is of good quality and made a fair yield.—A. E. Fretageot, J. A. Cartwright & Co.

Morristown, Ind.—Corn ripening fine, yield not as large as last year. Acreage of wheat being seeded larger than last year.—H. G. Wolf, mgr. Null Grain Co.

Raub, Ind., Oct. 23.—Corn harvest has started; will have two-thirds of a crop. Will be damaged by wet weather, is now molding in cribs.—Forest Evans of Jordan & Evans.

Indianapolis, Ind., Oct. 23.—Corn husking will be late thru Indiana owing to continued warm wet weather. In many localities shocked corn has been seriously damaged and the same is probably true of much standing corn. In wheat growing counties in southwestern Indiana less than 10% of the average acreage has been sown to wheat because of frequent rains. In that belt the wheat is usually all sown by Oct. 1, but this year many fields prepared for the seed had to be abandoned and many farms will produce no wheat for the first time in years. Wheat growing from seed sown early has been standing in water much of the time.—F.

IOWA.

Arnold, Ia., Oct. 11.—Not much grain is to be had here for the crop is about half.—J. M. Curtis, former mgr. Arnold Grain Co.

Alton, Ia., Oct. 27.—Barley 8 bus., quality fair. Very little grain moving.—G. Gleysteen, mgr. Farmers Mutual Co-operative Co.

Alton, Ia., Oct. 17.—Corn 35 bus. Oats 20 bus., fairly good quality. Very little grain moving.—W. S. Slagle, mgr. F. M. Slagle & Co.

Orange City, Ia., Oct. 17.—Oats, 20 bus., light in weight but good in color. Barley 15 bus., good color.—J. L. Bouma, agt. F. M. Slagle & Co.

Oyens, Ia., Oct. 18.—Corn will average 15 to 45 bus. Oats yielded 10 to 35 bus.; barley, 7 to 20; wheat, 10 to 20 bus. per acre. Not much old grain back.—T. Krahler, agt. Western Eltr. Co.

Orange City, Ia., Oct. 17.—Corn 75%; yield 35 bus. Wheat yield 10 to 20 bus., grading No. 2.—H. Fott, mgr. Farmers Mutual Co-operative Ass'n.

Le Mars, Ia., Oct. 17.—Oats fair, 20 bus., good quality; barley, 10 bus. Rains have delayed movement of grain.—T. B. Gallagher, mgr. Farmers Eltr. Co.

Sheldon, Ia., Oct. 14.—Barley 7 bus., quality is fairly good. Flax 3 bus.; most of it is green and will never ripen.—L. L. Bassett, mgr. Sheldon Trading Ass'n.

Chariton, Ia., Oct. 24.—No corn shipped. Oats made 35 to 40 bus. per acre; wheat, 20 to 25, quality good. Not much old grain back.—F. E. Manning, mgr. Eikenberry & Co.

Sheldon, Ia., Oct. 18.—Quality of corn good, 50% of a crop. Oats not over one-third of a crop; farmers holding for higher prices, very few oats marketed.—F. H. Sloan, mgr. Farmers Co-op. Ass'n.

Wilton Junction, Ia., Oct. 16.—Have had plenty of rain here. The sun is shining this afternoon and indications promise more favorable weather for corn gathering; much of it will be cribbed this month.—E. W. C.

Hamburg, Ia., Oct. 20.—Corn will average 35 to 40 bus., good quality; oats a failure; wheat, 22 bus., good quality. No old corn back. Grain moving freely. Farmers sowing more winter wheat than usual.—F. McBride.

Osceola, Ia., Oct. 23.—Corn will average 20 bus., and good quality, cured better. Oats 80% of a crop, made 30 bus., fair quality. Largest wheat acreage ever sown here. Very little old grain back.—Curnes, Eddy & Co.

Le Mars, Ia., Oct. 17.—Wheat, 14 bus., very good quality. Oats made the poorest crop we have had, 8 to 35 bus., quality good. Corn 60%; the little husked has yielded 20 to 45 bus.—Wm. Smiley, mgr. grain dept. Plymouth Mlg. Co.

Hamburg, Ia., Oct. 20.—Corn will average 30 bus., fair quality. Oat yield light, quality good. Wheat made 25 bus., good quality, one lot tested 66 lbs. No old corn back. Farmers sowing more winter wheat than usual.—W. Reed, Noble & Reed.

Payne, Ia., Oct. 20.—Corn will make 20 bus., worm eaten; oats a failure; wheat averaged 18 bus., finest quality ever raised. No old grain back. Farmers have increased winter wheat acreage; sowing over section of sod ground here to flax, as an experiment.—J. R. Bentley.

Fernald, Ia.—Crops are good in this territory. Oats made a fair yield and the bulk of the crop has been sold. Corn is good, husking began the middle of the month and the yield is expected to be good. No old corn in farmers' hands. A free movement of corn is expected in December.—Guy D. French, agt. Diamond Grain Co.

Osceola, Ia., Oct. 23.—Streak of corn of about ½ crop and of fair quality, running from Van Wert to Des Moines, Ia. East and west of this line corn increases in yield. Oats made about 28 bus., fair quality. Wheat shipments increased about 200% this year, and if present conditions prevail there will be an increase of same amount next year on account of wheat acreage increase. Old corn all in.—H. W. Talbott, Talbott Grain Co.

A large increase in the grain business can be expected in those points where feeding has been the main enterprise. A plague of hog cholera in many vicinities this year has discouraged many. Also the prevailing high prices have finally convinced farmers there is a far better margin in grain than in cattle raising. In almost every place where any winter wheat has been grown a large increase has taken place. This will mean the turning of many pastures into grain fields, because the farmers are not going to cut down in acreage on the other grains.—A. R. B.

KANSAS.

Gaylord, Kan., Oct. 11.—Wheat crop very short in this vicinity which is not likely to have any more corn than feeders need. Corn reported at from 20 to 35 bus.—F. A. Schaff, Warwick, Kan., former agt. Baker-Crowell Grain Co.

Grainfield, Kan., Oct. 18.—Acreage of wheat is greater this year than last. Farmers are sowing 3 pecks to the acre and about 30,000 bus. of seed is being sown in this neighborhood.—I. W. McDowall, agt. Hoffman Eltr. Co.

MICHIGAN.

Wayne, Mich., Oct. 23.—Wheat seeding in this section has been delayed by rain until many have abandoned it for this year. Wheat comes in very slowly and oats can not be bot from farmers. This is a buckwheat country but the crop is not moving

freely because rains delayed the threshing.—A. M. Marsh, mgr. Wayne M. & Produce Co.

MINNESOTA.

Heron Lake, Minn., Oct. 19.—Wheat 4 to 6 bus. per acre, quality fairly good.—W. L. Collison, mgr. Farmers Co-op. Eltr. Co.

Lake Crystal, Minn., Oct. 21.—Wheat yield is about 8 bus., good quality. Barley only fair, 10 bus.—F. Sorenson, grain buyer Crystal Mlg. Co.

Roon sta., Warren p. o., Minn., Oct. 20.—Wheat has yielded about 18 bus. per acre; barley, 30; oats, 40; flax, 10.—W. L. Officer, agt. National Eltr. Co.

Elysian, Minn., Oct. 23.—Wheat will average 17 bus. per acre. Barley only fair and there will be none to ship.—B. T. Swain, treas. Elysian Mlg. Co.

Kasota, Minn., Oct. 24.—Barley yielding about 25 bus., quality good. Wheat averages 12 bus., grades mostly No. 2.—T. M. Granger, Supt. Hubbard & Palmer Co.

Mountain Lake, Minn., Oct. 20.—Corn poor, will probably have 50% of a crop, none to ship. Oats poor, very light.—A. P. Harter, agt. Hubbard & Palmer Co.

Windom, Minn., Oct. 19.—Wheat about 15% of a crop. This station will ship out about 5 cars of wheat and no flax nor barley.—J. H. Christianson, agt. C. W. Gillam.

Mankato, Minn., Oct. 23.—Barley yield, 12 bus. per acre and of fair quality. Very little grain moving owing to the wet weather.—F. E. Crandall, sec'y Hubbard & Palmer Co.

Bingham Lake, Minn., Oct. 20.—Wheat yield average 7 bus., mostly No. 2. Oats almost a total failure; no oats will be shipped out this station.—John Nelson, agt. St. John Grain Co.

Mountain Lake, Minn., Oct. 20.—Wheat good quality, yield around 7 bus. per acre. Barley testing on an average of 40 lbs., good color, yield 7 bus.—Fred Steinhäuser, agt. Anchor Grain Co.

Lake Crystal, Minn., Oct. 21.—Will have about 80% of a corn crop, fairly good quality. Oats light, about 40% of a crop, mostly grading No. 3 white.—H. M. Graif, mgr. Marston Eltr. Co.

St. James, Minn., Oct. 21.—Oats 10 to 15 bus., fairly good quality. Wheat grading No. 1, 12 bus.; practically all the wheat is in farmers' hands.—C. A. Serkland, mgr. St. James Farmers Grain Co.

St. James, Minn., Oct. 21.—Wheat crop about 50% of an average, good quality. Corn will be about a half crop, fair quality. Flax is a total failure. Barley acreage is small.—O. Danielson, St. James Milling Co.

Bigelow, Minn., Oct. 18.—Oats not over 15 bus., good quality; about 50% has been marketed. Barley is of good quality, but small acreage; fully 50% has been marketed.—E. H. Brown, agt. Skewis Grain Co.

St. James, Minn., Oct. 21.—Corn will probably yield 25 bus., quality only fair; barley 8 bus., small acreage. Very little grain now moving on account of bad roads.—T. A. Weymouth, agt. C. S. Christensen Co.

Mountain Lake, Minn., Oct. 20.—Average yield for wheat is 8 bus., majority grading No. 1. Oats yield, 10 bus., very light but good color; barley about 7 bus.—R. J. Kintzi, mgr. Mountain Lake Farmers Eltr. Co.

Guckeen, Minn., Oct. 13.—Threshing all done. Grain is moving slowly. Not much oats or barley for sale. Will handle wheat mostly this season and expect some corn this winter.—T. F. Garry, agt. Western Eltr. Co.

Windom, Minn., Oct. 19.—Crops here almost a total failure, farmers will hardly make their seed. Will ship a few cars of wheat and probably some barley, but must ship in oats.—F. A. Grahlman, mgr. Co-op. Eltr. Co.

Windom, Minn., Oct. 19.—Will have about 60% of a normal crop, quality only fair; husking will begin about Nov. 1. Oats crop poor, not over 10% of a crop; will have to ship in oats this year.—C. A. Kirk, agt. St. John Grain Co.

Heron Lake, Minn., Oct. 19.—Corn will not average over 15 bus., poor quality; no corn to ship this year. Oats an absolute failure, will not raise enough for seed. Flax is very poor, green and can never ripen.—V. E. Butler, mgr. Benson Grain Co.

Worthington, Minn., Oct. 18.—Barley 5 bus., grade No. 1 feed. Wheat grading No. 2 Northern, 8 to 10 bus. About 10% of the wheat and 15% of the oats crop still in farmers' hands. Corn will average about 12 bus. No corn will be shipped out this year.—M. D. Kelly, agt. Skewis Grain Co.

Mankato, Minn., Oct. 23.—Wheat will average 17 bus. Oats a fair crop yielding 35 bus. per acre. There will be none shipped out, however.—S. H. Graniss, mgr. Byrnes Bros.

Worthington, Minn., Oct. 18.—Flax 1½ bus.; wheat, 8 bus., good quality. Oats yield about 10 bus., fair quality, testing 27 lbs.—T. C. Ager, mgr. Farmers Cooperative Co.

Bingham Lake, Minn., Oct. 20.—Crops here very poor; will be some flax but of poor quality, much of it will be green and scabby. Will have just about enough barley and corn to supply home demand.—Charles A. Liem.

Milroy, Minn., Oct. 20.—Crops are very light, wheat is the only grain shipped out so far. Flax is in very bad condition on account of too much moisture. It rains nearly every day.—Theo. Blake, sec'y and mgr. Milroy Farmers Eltr. Co.

MISSOURI.

St. Joseph, Mo., Oct. 21.—Hay crop good in this vicinity, but demand is greater than supply. Last cutting of alfalfa good, fair quality. Timothy and clover off the market.—H. L. Dannen, St. Joseph Hay & Feed Co.

St. Joseph, Mo., Oct. 21.—The radius of 100 miles with St. Joseph as a center contains the best corn crop of the adjoining states. About 75% less feeders this year than last, which will throw a large amount of grain on the market.—Elwood Grain Co.

MONTANA.

Spionkop, Mont., Oct. 19.—Crops couldn't be much better in an off year as this has been.—Fay A. Butts, agt. Rocky Mt. Eltr. Co.

Raynsford, Mont., Oct. 18.—Crops were good in this section but we had bad weather to care for them. Much rain prohibited threshing and bleached the grain; some threshed grain so wet it heated in bin and fear much more will do that if this weather continues.—A. M. Beltz, agt. McCaull-Webster Eltr. Co.

Park City, Mont., Oct. 19.—Country tributary to this place had very good crops this year. Winter wheat yielded from 18 to 30 bus. per acre, of excellent quality. Farmers claim the acreage will be doubled for next year's crop. Wheat raising on dry land is practically new here, this being the second year. About 40,000 bus. will be marketed at this point this season.—Park City Grain Co.

NEBRASKA.

Tekamah, Neb., Oct. 13.—Wheat crop is the best we have ever had, 25 bus.; about 50% of the wheat has been marketed.—Henry Roberts.

Beatrice, Neb., Oct. 18.—Corn crop as good as last year, but not in quality, wormy. About 5% of old corn back.—H. T. Weston, Corn Products Co.

Pender, Neb., Oct. 14.—Will have about 75% of a corn crop, quality good. Practically all the old corn is in.—H. G. Heyne, agt. Holmquist Grain & Lbr. Co.

Bertrand, Neb., Oct. 12.—Our corn is about a half crop. A big crop of wheat was put out this fall and the growing plant looks fine.—McConaughy Grain Co.

Oakland, Neb., Oct. 14.—Corn, 25 bus. Oats only a fair crop, light, 25 bus.; 70% of oats still in farmers' hands.—E. V. Anderson, mgr. Farmers Grain & L. S. Co.

Bancroft, Neb., Oct. 14.—Oats yielding on an average of 25 bus. per acre, light in weight but good color. Corn is 75% of a crop.—G. W. Harvey, Saunders-Westrand Co.

Craig, Neb., Oct. 13.—Wheat yielded about 25 bus., fine quality, fully 25% in farmers' hands. Growing wheat seems to be in good condition, acreage is somewhat larger than usual.—T. I. Minier.

Bancroft, Neb., Oct. 14.—Wheat 23 bus., good quality, grading No. 2. Growing wheat looks good, acreage is considerably larger than last year.—C. O. King, agt. Holmquist Grain & Lumber Co.

Herman, Neb., Oct. 12.—About 75% of a wheat crop. Oats crop is poor, about one-half crop, 15 to 20 bus., light weight; very few oats marketed.—Fred Robertson, agt. Holmquist Grain & Lumber Co.

Tekamah, Neb., Oct. 13.—Growing wheat is in good condition, recent rains have done considerable good; fully 20% more wheat sown than last year.—John Pence, agt. Holmquist Grain & Lumber Co.

Beatrice, Neb., Oct. 18.—Corn will average about 20 bus., 75 to 80% of last year's. Oats a failure; wheat average 16 to 20 bus., splendid quality. About all old grain in, some wheat.—H. H. Norcross.

Craig, Neb., Oct. 14.—Corn 35 bus., husking not yet begun. Oats crop is fair, 22 bus., light in weight; about 30% of the oats have been marketed.—T. W. Sackett, agt. Holmquist Grain & Lumber Co.

Blair, Neb., Oct. 12.—Wheat crop is fine, 22 bus.; 75% of the wheat has been marketed. Growing wheat looks good, acreage is 25% larger than last year.—A. C. Jones, agt. Holmquist Grain & Lumber Co.

Falls City, Neb., Oct. 18.—Corn crop overestimated. Oats poor. Wheat made 15 bus., fine quality. More wheat than corn back. Winter wheat looking good.—R. A. Heacock, of P. S. Heacock & Son.

Lincoln, Neb., Oct. 16.—Corn poor in this vicinity, spotted. Oats a failure, poor quality. Wheat average 20 bus., and finest berry ever grown here, nearly all in.—M. T. Cummings, of M. T. Cummings Co.

Beatrice, Neb., Oct. 18.—Corn 60 to 70% of last year's crop. Oats a failure. Wheat 18 to 25 bus., excellent quality. Corn and oats all in, some wheat back. Increase in acreage of winter wheat.—Pease Grain & Seed Co.

David City, Neb., Oct. 4.—Corn will make about 15 bus.; oats 5 to 20 bus. Wheat averaged 22 to 25 bus., good quality. Big acreage sown to winter wheat. About 10% old corn back.—H. O. Schaaf, Schaaf Grain Co.

Tekamah, Neb., Oct. 13.—Corn crop damaged 25%, 35 bus. Oats test 26 lbs., 20 bus., good color, about 25% of the oats have been marketed. Considerable corn moving.—C. J. Peterson, mgr. Farmers Grain & L. S. Ass'n.

Waterloo, Neb., Oct. 12.—Corn will average 24 bus.; oats, 28 bus., good quality; wheat, 30 bus., all graded No. 2. Farmers sowing more winter wheat than usual. Not much old grain back.—E. T. Hall, mgr. Waterloo Eltr. Co.

Blair, Neb., Oct. 12.—Corn, 25 bus. per acre; dry weather caused considerable damage to both corn and oats. Oats crop light, 36 bus. per acre; about 50% of the oats has been marketed.—Wm. Kelly, agt. Crowell Lumber & Grain Co.

Elkhorn, Neb., Oct. 12.—Corn 25 bus., 50 to 75% of last year's crop. Winter wheat made 20 bus.; spring wheat, 12 bus. This year's acreage of winter wheat is 45% larger than last. No old grain back.—H. J. Mickey, Mickey Mlg. Co.

Herman, Neb., Oct. 12.—Wheat exceptionally good, 25 bus., fine quality, grades No. 2 hard mostly; 40% of the wheat still in farmers' hands. Growing wheat is in good condition.—J. C. Ackerman, agt. Crowell Lbr. & Grain Co.

Elkhorn, Neb., Oct. 12.—Corn will make 25 bus.; oats made 20 bus., good quality; winter wheat 25; spring wheat poor. Farmers sowing a great deal of winter wheat. Not much old grain back.—J. G. Seefus, Elkhorn Grain Co.

Oakland, Neb., Oct. 14.—Wheat the best crop we have ever had, 25 bus.; 25% of the wheat in farmers' hands. Growing wheat in good condition, acreage is fully 10% larger than last year.—W. S. Swanson, sec'y-treas. Samson-Swanson Co.

Benton, Neb., Oct. 13.—Corn a half crop; wheat, 12 to 30 bus.; oats a failure. Not over 30% of old grain back. Grain moving slowly. Big acreage sown to winter wheat, and in excellent condition.—R. W. Monahan, T. B. Hord Grain Co.

Schuyler, Neb., Oct. 13.—Corn will average about 20 bus.; oats, light; wheat, 20 bus. Grain starting to move. Not much old grain back. Winter wheat looking nice, and considerable is planted.—R. W. Sigler, agt. T. B. Hord Grain Co.

Auburn, Neb., Oct. 19.—Corn crop 33% larger than last year, but poorer quality. Oats a failure. Winter wheat made 27 bus., fine quality. No old corn, and 10% of wheat back. Increase in winter wheat acreage.—L. Higgins, mgr. Auburn Grain Co.

Valparaiso, Neb., Oct. 14.—Corn will average 20 bus., fair quality; oats a failure, not a carload to ship; wheat, 45 bus., quality good. Corn all in, 33% of wheat in. Same acreage of wheat sown as last year.—E. J. Haynes, Valparaiso Grain & Lbr. Co.

Auburn, Neb., Oct. 19.—Corn 90% of a crop, poorest quality in years. Oats light, but good quality. Wheat made 28 bus., best wheat ever raised. About 33% of wheat back; no old corn. Bigger acreage of winter wheat than last year.—Jas. Taylor.

Valparaiso, Neb., Oct. 14.—Corn will average about 15 bus.; oats poor, farmers holding back all for feed; wheat, 15 to 18 bus. No old corn or oats; 15% wheat back; no grain moving. Increase of 10% in acreage of winter wheat.—B. R. Bayes, agt. Nebraska Eltr. Co.

Bender, Neb., Oct. 14.—Wheat crop is excellent, 15 to 20 bus., grading No. 2; 30% of the wheat still in farmers' hands. Growing wheat looking good after rains; slight increase in acreage over last year.—W. D. Camery, agt. Benson Grain Co.

Cortland, Neb., Oct. 17.—Corn will make from 17 to 20 bus.; oats a failure; wheat, 25 bus., best quality in years. No old corn back; 35% wheat crop back. Winter wheat acreage increased 75%.—J. T. McPherson, mgr. Cortland Farmers Grain & Coal Co.

Benton, Neb., Oct. 13.—Corn in poor condition, will average between 10 and 15 bus. Oats averaged 12 bus., poor quality; winter wheat, 20; spring wheat, 18 bus. Farmers have increased acreage in winter wheat. Not much old grain back.—J. J. Hanssen, Reisch Bros.

Howe, Neb., Oct. 19.—Corn two-thirds crop, worm eaten; oats one-half crop, grade No. 3 white; wheat 22½ bus., best quality we ever raised. Not much old corn back and about 20% of wheat. Farmers sowing 10% increase in acreage of winter wheat.—E. J. Tucker.

Auburn, Neb., Oct. 19.—Corn fair, average 25 bus.; poor quality, worm eaten. Wheat made 22 bus., excellent quality. Oats a failure. Alfalfa good crop. About 10% of wheat and no corn back. Winter wheat acreage increased.—John C. Bonsfield, of Bonsfield & Reed.

Columbus, Neb., Oct. 13.—Corn one-half crop, and farmers and local market will almost consume that. Oats a failure; wheat made 20 bus., good quality. About 15% old grain back. Farmers planting big acreage of winter wheat, looking fine.—A. L. Rush, T. B. Hord Grain Co.

Lincoln, Neb., Oct. 16.—Corn not drying out fast, and very wormy at end of ears. Light crop between here and Nebraska City. Oats very light in weight. Heavy wheat crop, averaged 30 bus., light weight. Usual amount of old grain back.—J. T. Evans, of Evans Grain Co.

Dorchester, Neb., Oct. 23.—Some grain moving here at present prices. Since the first of the year we handled 310,000 bus. of wheat, corn and oats. Farmers are beginning to husk corn; quality is not so good as last year and quantity is less.—H. F. Wickenkamp, mgr. Farmers Eltr. Co.

Raymond, Neb., Oct. 14.—Corn good as last year, better in this vicinity than in others; oats a failure, light; wheat, 20 to 50 bus., averaged 30 bus., good quality; 70% of old grain back. Recent rains checked a good movement of grain. Winter wheat acreage increased from 5 to 10%.—F. J. Polley.

Howe, Neb., Oct. 19.—Corn crop good as last year, but weather has damaged it some. Oats light, 20 to 25 bus., light quality; wheat, 22 bus., extra good quality. Fall wheat fields badly washed. No increase in acreage. No old corn and 25% of wheat back. Grain moving freely.—E. A. Rhodes, Howe Eltr. Co.

Lincoln, Neb., Oct. 16.—Corn is as good as it was last year. Oats were a failure; we have not bot a carload of oats since July 1 at any of our houses. Wheat better than expected, averaged 20 bus., good quality. About all old corn in, but some wheat back. Winter wheat acreage has been increased.—T. B. Rogers, of Foster Grain Co.

Acreage sown to winter wheat has increased 15%, as an average, in southeastern Nebraska. Plenty of moisture and excellent conditions have made that planted promise a bumper crop. Last year's wheat crop was excellent in yield, and best in quality for years. In many places much of the crop graded No. 1 and No. 2. Corn is overestimated, 20 bus. no doubt is a fair average. Rain has caused mold and wormy ears, and previous dry weather lessened prospects for corn fodder. Oats were a failure; many farmers did not even cut for threshing or straw. It is safe to say the oat crop in this section was the shortest in 25 years. Hay appears abundant and of good quality but dry weather spoiled seed prospects. Alfalfa made four good cuttings. Nearly all old grain is in and if weather permits a big movement of wheat can be expected.—A. R. B.

NORTH DAKOTA.

Hettinger, N. D., Oct. 18.—Crops a total failure.—D. E. Maddock.

Tagus, N. D., Oct. 21.—Flax is badly frosted and is turning out very poor.

Max, N. D., Oct. 18.—Wheat yield about 4 bus. and flax 4 bus.—Equity Farmers Eltr. Co.

Roth, N. D., Oct. 20.—Grain of a poor quality. Wheat yielding from 8 to 14 bus. and flax 6 to 10 bus.—M. B. Larson, agt. McCabe Bros.

Montpelier, N. D., Oct. 18.—Wheat made 7 bus. per acre, oats 30 bus. and flax 12 bus.—H. G. Gullickson.

Gladston, N. D., Oct. 10.—Threshing 6 weeks later than usual.—John F. Harnden, mgr. Mandan Merc. Co.

Garrison, N. D., Oct. 18.—Grain of very poor quality and considerable has sprouted.—J. A. Reuter, agt. Homestead Eltr. Co.

St. Thomas, N. D., Oct. 21.—Flax yielding 15 bus. per acre; wheat, 14 bus.; barley, 30 bus.; oats, 65 bus.—James Whelan.

Mott, N. D., Oct. 19.—Wheat running from 1 to 5 bus., grading 2 Nor. to no grade. Oats a failure.—L. V. Duncanson.

Epping, N. D., Oct. 9.—Wheat averaged 8 bus. and of a poor quality.—H. A. Schroeder, agt. St. Anthony & Dak. Eltr. Co.

Dwight, N. D., Oct. 9.—Wheat averaged 8 bus., barley 15 to 20 bus., rye and oats 15 bus.—Oscar Otterson, agt. Cargill Eltr. Co.

Considine, N. D., Oct. 12.—Wheat, 8 bus.; oats, 20 bus.; barley, 15 bus.—N. J. Beaudine, agt. St. Anthony & Dak. Eltr. Co.

Antler, N. D., Oct. 14.—Wheat made about 5 bus. Big acreage of flax, but mostly frosted.—P. C. Bayers, agt. John D. Gruber Co.

Rugby, N. D., Oct. 18.—Grain sprouted and tough because of too much moisture. Threshing two-thirds done. No flax threshed.—Albert Maurer.

Northwood, N. D., Oct. 18.—Bad weather for threshing operations and much grain considerably damaged.—F. R. Lynch, agt. Andrews Grain Co.

Fairdale, N. D., Oct. 10.—Wheat making 15 to 25 bus.; barley, 20 to 30 bus.; oats, 50 to 75 bus. Flax good.—C. R. Johnson, agt. Woodworth Eltr. Co.

Eastedge, N. D., Oct. 9.—Wheat yielded from 6 to 8 bus. per acre and graded low. Flax and barley a fair yield.—A. G. Morran, mgr. Eastedge Farmers Eltr. Co.

Rugby, N. D., Oct. 19.—Grain moving very slowly because of wet weather. Wheat runs from 8 to 10 bus., flax, 10 bus. Very little fall plowing done.—S. O. Jackson.

Edmore, N. D., Oct. 13.—Wheat making from 10 to 15 bus. Low grade on account of black rust and too much rain.—J. H. Widness, agt. St. Anthony & Dak. Eltr. Co.

Minot, N. D., Oct. 17.—Flax threshing delayed because of frequent rains. Early returns indicate a yield of 16 bus. Wheat averaged 5 to 6 bus.—Minot Farmers Grain Ass'n.

Ross, N. D., Oct. 18.—Flax yielding from 4 to 6 bus., wheat from 4 to 8 bus. Small yield of oats, but fair quality. Heavy rains damaged the grain and delayed the harvest.—Wm. Nott.

Minnewaukan, N. D., Oct. 18.—Wheat averaged 10 bus. Weather very bad for threshing. Flax will yield 10 bus. Plenty of moisture will put land in good shape for next season.—C. H. Sheedon.

Overly, N. D., Oct. 21.—Threshing and plowing very backward, due to the heavy rains. All grain light in weight and much corn is sprouting in shocks.—Hoken Christian, agt. Woodworth Eltr. Co.

Woods, N. D., Oct. 18.—Grain is mostly of poor quality owing to black rust. Wheat made from 10 to 12 bus. and oats 35 bus. Very little flax grown, but of good quality.—J. Jorgeson, agt. Monarch Eltr. Co.

Rugby, N. D., Oct. 19.—Continuous wet weather has greatly damaged the grain. A fourth of the grain yet unthreshed. More rye has been seeded than ever before.—T. Chandler, agt. Winter-Truesdell-Ames Co.

Wyndmere, N. D., Oct. 23.—Black rust badly damaged the crops and wheat averaged only 4 to 6 bus. per acre. Flax will average over 10 bus. per acre. Oats and barley fair.—Nels A. Granquist, agt. Osborne-McMillan Eltr. Co.

Minnewaukan, N. D., Oct. 16.—Rain has delayed threshing and at this time we have one-third of the grain still to thresh. Wheat is running from 9 to 16 bus., grading mostly 3 N. With the wet month that we have been having ground is in fine shape for another crop. Has been 8 years since the ground contained the moisture that it does at the present time. Frosts have held off and corn is going to be a good crop.—J. A. Frank, Mgr. Farmers Eltr. Co.

OHIO.

Mantua, O., Oct. 18.—Ensilage fine this fall, tho the rains have made it hard to cut.—The Mantua Grain & Supply Co.

Southworth sta., Delphos, Ohio, Oct. 10.—Too much rain for new corn, soft and rotten, none moving.—Lutz, Barndt & Lutz.

Millersburg, O., Oct. 17.—Much rain and considerable wheat will be left unsowed. Crop small, but of good quality.—Miller, Burkey & Co.

Springfield, O., Oct. 20.—About 85% of the wheat crop sown and is the best I ever saw at this time of the year. Pastures of the best.—S. A. Muff.

London, Ohio, Oct. 9.—The heavy rains of the past month have not allowed the corn to dry out, some corn is damaged in the shock. The movement will be much later than anticipated.—Rea Chenoweth.

Columbus, O., Oct. 1.—Average production of wheat is set at 15 bus., quality of grain at 94 per cent. The average production of oats is 31 bus., quality 88 per cent. The total production does not equal last year's crop. Corn prospect estimated at 91 per cent. Barley 26 bus., quality 88 per cent. Rye 16 bus., quality 95 per cent.—Ohio Dept. of Agri.

OKLAHOMA.

Chickasha, Okla., Oct. 22.—Crops in this section this year were a total failure.—Matthews-Linton Grain Co.

Gracemont, Okla., Oct. 18.—Dry weather and hot winds have caused the failure of wheat, oats and corn.—C. A. Donning.

Cherokee, Okla., Oct. 18.—Kaffir corn a full crop. There will be much corn to spare, the crop running from 10 to 25 bus. per acre. There is an increased acreage in each.—J. F. Hunzinger, Daley Eltr. Co.

SOUTH DAKOTA.

Kaylor, S. D., Oct. 23.—Harvest two weeks earlier than for a number of years. Crops made two-thirds of an average. Corn is being shocked with difficulty, as there have been heavy rains. The quality of corn is good and the yield is fair, running from 15 to 45 bus.—A. G. Wall, mgr. Kaylor Farmers Eltr. Co.

TEXAS.

Dallas, Tex., Oct. 21.—We expect an increased acreage of barley, rye and oats and an average acreage of wheat.—Texas Seed & Floral Co.

Jacksonville, Tex., Oct. 21.—The demand for corn will be much lighter than anticipated because of good forage crops in this section.—Reinhardt & Co.

WISCONSIN.

Monroe, Wis., Oct. 3.—Corn is nearly all cut and the rains will spoil a great deal. We are shipping barley for the first time in seven years.—H. C. Dahms, mgr. Monroe Model Mill.

The Grain Dealers Journal pays for itself.—N. L. Layer, Wyatt, Ind.

As reported from St. Petersburg, Oct. 13, Russia's note to Turkey regarding the free export of Russian grain, explained that the Russian government considered cargoes of grain were not subject either to arrest or confiscation when addressed to Russian ports in the Black Sea or to Italian ports so long as the cargoes were not destined for the Italian field forces or Italian official consignees. Turkey's reply said that neutral grain ships bound for neutral ports would be allowed free passage, but that grain consigned to Italian war harbors, military authorities or war contractors would not be allowed to pass.

It is unfortunate that the durum crop this year is small. The demand in the United States is increasing every day and the farmer who has raised durum this year is getting for it a higher price per acre than he has ever received for No. 1 northern. In my humble opinion, everything should be done to encourage increased acreage of durum wheat, because it is becoming a factor in itself in supplying one of our most rapidly growing industries—the manufacture of macaroni. There is no wheat—not even the yellowest Nebraska—from which flour or semolina can be made that will compete with that from durum wheat. It is only macaroni from durum wheat that can compete with the imported macaroni.—Jas. C. Andrews, ass't mgr. Pillsbury Flour Mills Co.

WHY GRAIN ELEVATORS Burst.

By J. F. YOUNGLOVE.

Does the "bursting of grain elevators," causing great loss on the grain stored in them, besides damage to the building, and occasional loss of life, convey an object lesson to those contemplating the erection of a new elevator?

I notice since The Journal has published numerous articles, with illustrations showing the *weak* points, there has been an improvement in some plans submitted, and published. Supporting piers can not be depended upon when placed upon the side of a pit, as shown in Fig. 1, even tho the pit is lined with 3 or 4 inches of cement. The piers should be built up from the bottom of pit as shown in Fig. 2. The owner or owners of elevators want to build at as small cost as possible, and will sometimes forget the fact that some are *REAL*, and some are merely *imitations*, as propositions or estimates of cost will show.

As an illustration, take the Grafton, Iowa, elevator—a frame building, 20x24x22 ft. high, with 4 side bins, two over work floor. A frame building with stay rod ties (all frame grain storage will go the same way sooner or later), insufficient foundation, and supporting timbers, old railroad ties and bridge timbers, studding 2x6 on 12" centers, 16' and 8' bents. The bottom of studding was nailed well to a 2x6 shoe with 60d nails. These breakages do not occur or give way at the bottom, as some think, but at the plate, then they explode. The strain and settling of foundations gradually pull them apart at that, the weakest point. However, this class of construction is seldom employed, as it is out of date.

The builders of the frame house will defend it by referring to cribbed work that has collapsed. Yes, this is true, but why? Principally, foundation walls were placed on the edge of the pit to cave into it, or be undermined by rats. This is wholly the fault of the one submitting plans, and mainly the reason of the difference in cost of house on a different plan but of the same capacity. You cannot get something for nothing honestly.

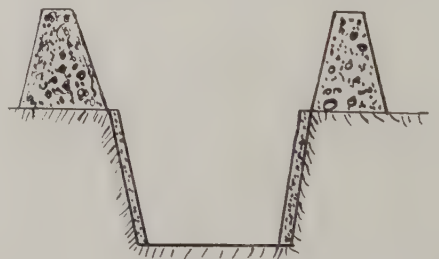


Fig. 1

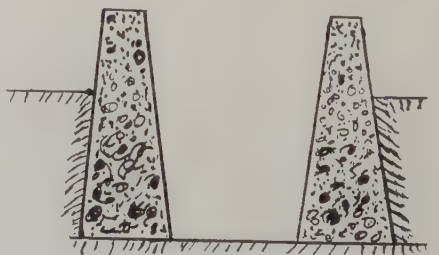


Fig. 2

Weak and Strong Construction of Piers near Pit.

and usually the value of an article is determined by the price.

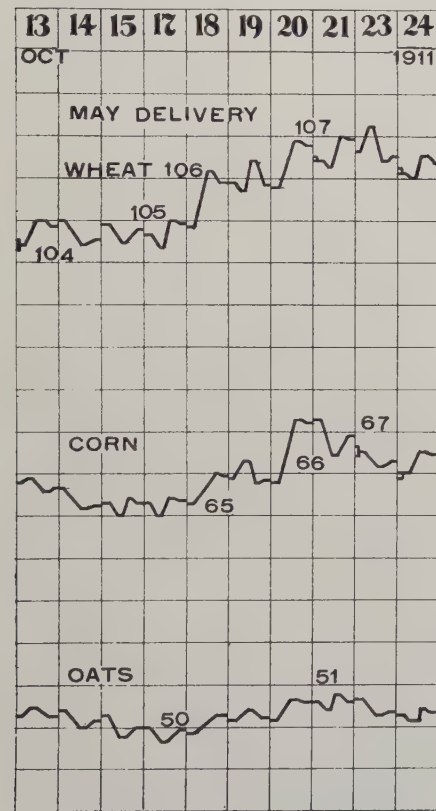
However, the above rule is reversed sometimes, for instance, if you purchase two sets of plans and specifications for \$25 you will no doubt receive nothing for something. The reason is very plain. Admitting you do get an "up-to-date" stock article worth \$50 to \$100 for one-quarter of the amount, it will not do for your particular point and requirements. To change and build over same, is not practical or business-like, and will result in an imitation or "make-shift."

The safe way, buy your plans and specifications from a reputable builder who has an established reputation, even tho it will cost you \$75 to \$150, it will be designed and gotten out for your special work.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.

Oct. 25 close: Wheat, 105 $\frac{3}{4}$ -%; corn, 55%; oats, 49 $\frac{3}{4}$ -%.



MARKETS FOR SAMPLE

Grain on Track.

During the past two weeks the most interesting development in the grain markets has been the rise in the price of red winter wheat. Spring and hard winter already had made gains relative to futures; so the advance in red soft clears the way for a general bull market.

Country shipments of No. 2 red sold by sample on track at Chicago, local and Illinois proportional billing, 96 $\frac{3}{4}$ on Sept. 30; 98 $\frac{1}{2}$ on Oct. 14, and at 102 $\frac{1}{4}$ on Oct. 23, going from a discount to a premium over December delivery and promising a very attractive cash market.

Kansas City has shown great strength in the corn market. No. 3 mixed corn at Kansas City sold Sept. 30 at 66 $\frac{1}{2}$; Oct. 14 at 70 $\frac{1}{2}$ and Oct. 21 at 72 $\frac{1}{2}$ cents; and stocks are light there in the face of liberal receipts.

Altho export markets have not kept pace with the interior, Baltimore shows a good advance from 73 cents for spot mixed corn on Sept. 30 to 75 on Oct. 14 and 78 on Oct. 21.

Spring wheat which advanced sharply on the defeat of reciprocity, has lagged since. No. 2 northern at Minneapolis selling Sept. 30 at \$1.04 $\frac{3}{4}$ to \$1.06 $\frac{1}{4}$ delivered; against \$1.06 $\frac{1}{4}$ to \$1.07 $\frac{1}{4}$ on Oct. 14 and \$1.09 $\frac{1}{4}$ to \$1.10 $\frac{1}{4}$ on Oct. 21.

Duluth durum sold Sept. 30 at a closing price of 97 $\frac{1}{2}$ for No. 1 on track, against \$1.04 on Oct. 14 and \$1.07 on Oct. 21, showing great strength. A year ago durum was selling 15 cents under No. 2 northern spring; now it is in urgent demand at one cent under.

Mayors of Minnesota cities have made hearty response to the invitation of Gov. Eberhart to send five delegates each to the fire prevention congress in St. Paul Nov. 8.

We have had a great many inquiries from buyers in reply to our advertisement of elevator for sale in the Grain Dealers Journal.—Farmers Mill & Elevator Co., New Burnside, Ill.

This year's wheat crop in the state of Sonora, Mexico, is estimated at 860,000 bus., as reported by Consul A. V. Dye, Nogales, Mex., who says the only local variety is hard and almost all is raised by irrigation. The best time for planting wheat is in December altho some is sown in January. It is harvested in June and much of it is cut by hand sythes such as we use for cutting weeds in fence corners in the United States. The entire crop is ground in mills in the state but the flour is not sufficient for the people's needs.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets during the past two weeks have been as follows:

DECEMBER WHEAT.

	Sept. 30.	Oct. 7.	Oct. 11.	Oct. 14.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago ..	98 $\frac{3}{4}$ -%	97 $\frac{3}{4}$ -%	98 $\frac{3}{4}$ -%	99 $\frac{3}{4}$ -%	99 $\frac{3}{4}$ -%	1.00 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$
Minneapolis ..	1.08 $\frac{3}{4}$	1.08 $\frac{1}{2}$	1.08 $\frac{1}{2}$	1.09 $\frac{1}{4}$	1.09 $\frac{1}{4}$	1.09 $\frac{1}{4}$	1.10 $\frac{1}{4}$	1.10 $\frac{1}{4}$	1.11 $\frac{1}{4}$	1.11 $\frac{1}{4}$	1.10 $\frac{1}{4}$	1.10 $\frac{1}{4}$	1.10 $\frac{1}{4}$
Duluth	1.07 $\frac{1}{2}$	1.07 $\frac{1}{2}$	1.08 $\frac{1}{2}$	1.09	1.09 $\frac{1}{2}$	1.09 $\frac{1}{2}$	1.10 $\frac{1}{2}$	1.10 $\frac{1}{2}$	1.11 $\frac{1}{2}$	1.11 $\frac{1}{2}$	1.10 $\frac{1}{2}$	1.10 $\frac{1}{2}$	1.10 $\frac{1}{2}$
St. Louis	97 $\frac{3}{4}$	97	98	98 $\frac{3}{4}$	99 $\frac{1}{4}$	99 $\frac{1}{4}$	1.00 $\frac{1}{4}$	1.00 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$
Kansas City ..	98 $\frac{3}{4}$	99	99 $\frac{1}{2}$	99 $\frac{1}{2}$	1.00 $\frac{1}{4}$	1.00 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$
Toledo	1.00 $\frac{1}{4}$	99 $\frac{1}{2}$	1.00 $\frac{1}{4}$	1.00 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.02	1.03 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.03 $\frac{1}{4}$	1.04	1.03 $\frac{1}{4}$	1.03 $\frac{1}{4}$	1.03 $\frac{1}{4}$
New York	1.04	1.02 $\frac{1}{2}$	1.03 $\frac{1}{4}$	1.04 $\frac{1}{4}$	1.04 $\frac{1}{4}$	1.05 $\frac{1}{4}$	1.06 $\frac{1}{4}$	1.06	1.06 $\frac{1}{4}$	1.06 $\frac{1}{4}$	1.06 $\frac{1}{4}$	1.06 $\frac{1}{4}$	1.06 $\frac{1}{4}$
Baltimore	98 $\frac{3}{4}$	97 $\frac{3}{4}$	98 $\frac{3}{4}$	99	99 $\frac{1}{2}$	1.00 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.01 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$	1.02 $\frac{1}{4}$
Winnipeg	96 $\frac{1}{2}$	95	95 $\frac{1}{2}$	95 $\frac{1}{2}$	96	96	96 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$
Liverpool	1.07 $\frac{1}{2}$	1.07 $\frac{1}{2}$	1.07 $\frac{1}{2}$	1.08 $\frac{1}{2}$	1.08 $\frac{1}{2}$	1.08	1.08 $\frac{1}{2}$	1.09	1.09	1.09 $\frac{1}{4}$	1.09	1.08 $\frac{1}{4}$	1.08 $\frac{1}{4}$
†Budapest	1.33 $\frac{3}{4}$	1.35	1.36 $\frac{1}{2}$	1.34 $\frac{1}{4}$	1.34	1.32 $\frac{1}{2}$	1.34 $\frac{1}{4}$	1.34 $\frac{1}{4}$	1.34 $\frac{1}{4}$	1.33 $\frac{3}{4}$	1.34	1.33 $\frac{3}{4}$	1.33 $\frac{3}{4}$

DECEMBER CORN.

	Sept. 30.	Oct. 7.	Oct. 11.	Oct. 14.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago .....	.64	.64 $\frac{1}{4}$	.64 $\frac{1}{4}$	.64 $\frac{1}{4}$	.64 $\frac{1}{4}$	.64 $\frac{1}{2}$	.65 $\frac{1}{2}$	.65 $\frac{3}{4}$	.66 $\frac{1}{4}$	.66 $\frac{1}{4}$	.65 $\frac{1}{2}$	.65 $\frac{1}{2}$	.65 $\frac{1}{2}$
†Baltimore .....	.67	.67 $\frac{1}{2}$	.67 $\frac{1}{2}$	.67 $\frac{1}{2}$	.67 $\frac{1}{2}$	.68	.68 $\frac{1}{2}$	.68 $\frac{1}{2}$	.69 $\frac{1}{2}$	.69 $\frac{1}{2}$	.68 $\frac{1}{2}$	.68 $\frac{1}{2}$	.68 $\frac{1}{2}$
Kansas City .....	.61	.61 $\frac{1}{2}$	.61 $\frac{1}{2}$	.61 $\frac{1}{2}$	.61 $\frac{1}{2}$	.61 $\frac{1}{2}$	.62 $\frac{1}{2}$	.62 $\frac{1}{2}$	.63 $\frac{1}{2}$	.63 $\frac{1}{2}$	.63 $\frac{1}{2}$	.63 $\frac{1}{2}$	.63 $\frac{1}{2}$
†Liverpool .....	.75 $\frac{1}{2}$	.77 $\frac{1}{2}$	.77 $\frac{1}{2}$	.77 $\frac{1}{2}$	.77 $\frac{1}{2}$	.77 $\frac{1}{2}$	.77 $\frac{1}{2}$	.78 $\frac{1}{2}$	.78 $\frac{1}{2}$	.79 $\frac{1}{2}$	.78 $\frac{1}{2}$	.78 $\frac{1}{2}$	.78 $\frac{1}{2}$
†January delivery.		†April delivery.											

Leaking in Transit

Grain dealers can help brother sufferers in collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 63421 passed thru Colburn, Ind., Oct. 18, leaking yellow corn at side over trucks, bad leak. Had no chance to repair as train did not stop.—W. F. Noble.

T. & P. 14390 passed thru Irene, Ill., Oct. 18, east bound, leaking white oats. The siding had come loose from sill for space of 6 ft. from door post, east on south side of car.—George W. Banks.

Southern Pacific 21125 went thru Le Sueur, Minn., Oct. 17, leaking barley very badly by grain door. We fixed it up so it wouldn't leak any more.—Wierwill Bros.

Wabash 60018 passed thru Colburn, Ind., Oct. 14, leaking wheat on left side just back of door. Train did not stop.—W. F. Noble.

N. P. 13323, loaded with barley, was damaged by switching in the yards at Carrington, N. D., Oct. 14. Another car was run into it and part of the end of the barley car was broken out. The barley from N. P. 13323 was reloaded into N. P. 26952 and no doubt some was lost.—Hammer-Halvorson-Beier Eltr. Co., per Fred Beier, mgr.

G. N. 4972, containing oats, was seen at Beltrami, Minn., Oct. 14, going north. The grain door was not as high as the oats loaded in the car and the agent at Beltrami put on another board. The top grain door of the car had no nails to hold it in place and it had been pushed to one side, letting out between 10 and 20 bus. of oats.—F. R. Durant, Minneapolis, Minn.

I. C. 47657, billed Henning, Ill., to Chicago, passed thru Armstrong, Ill., west-bound, Oct. 6, leaking yellow corn at west end-door.—C. L. Wood & Co.

G. N. 6704 leaked about a bushel of wheat while car stood in yard at Rutland, N. D.—F. R. Durant, Minneapolis, Minn.

B. & O. 89485 passed thru Lincoln, Ind., in the morning of Oct. 3, leaking wheat at drawbar.—Watkins & Cripe, per C. F. Cripe.

N. P. 66002 passed thru Beverly, Kan., Sept. 30, going west, leaking wheat over front truck. New Cambria seal.—Chamberlain & Co.

Wabash 60922 passed thru Colburn, Ind., Sept. 30, in train 92, leaking yellow corn over both trucks. Had no chance to repair it.—A. F. Noble.

N. P. 25994 passed thru Twin Valley, Minn., Sept. 29, leaking wheat at side of car about two ft. from end, thru sill underneath the car. I made some repairs while train stopped for water.—Henry Vehle, agt. Thorpe Eltr. Co.

G. N. 12030 passed thru Lakota, N. D., Sept. 23, leaking at end and bottom.—F. R. Durant, Minneapolis, Minn.

I. C. 26598 was leaking corn over bolster on north side as it passed thru Austinville, Ia., without stopping Sept. 26, in train No. 62.—H. Austin Est., per W. G. Austin.

G. N. 8814 was leaking at Everett, N. D., Sept. 26, while passing thru in a freight; not possible to do anything to stop the leaks.—F. R. Durant, Minneapolis, Minn.

G. N. 47324 was leaking while passing thru Everett, N. D., Sept. 26.—F. R. Durant, Minneapolis, Minn.

C. M. & St. P. 54988 passed thru Hartley, Ia., in the morning of Sept. 25, leaking wheat badly at side. We nailed it up the best we could but it was still leaking when train pulled out.—C. H. Betts.

S. A. L. 17318 went east thru Oakville, Ia., Sept. 25, leaking mixed corn at sheathing. Patched same with rags. Loss about half a bu.—W. A. Pegram, mgr. Farmers Grain Co.

C. M. & St. P. 52372 passed thru Hartley, Ia., in the morning of Sept. 25 with end burst out, had been repaired but still leaked wheat.—C. H. Betts.

C. M. & St. P. 45804 passed thru Hartley, Ia., in the morning of Sept. 25, leaking wheat at side.—C. H. Betts.

Soo 24810 passed thru Ottentail, Minn., Sept. 23, loaded with barley; both doors were open and no seal on either. Agt. of one of the companies closed the doors but did not have time to get them sealed.—F. R. Durant, Minneapolis, Minn.

WRECKING OF DONLIN & Ryan's Elevator at Delphi, Ind.

One of the worst elevator wrecks ever caused by the wrecking of a freight train resulted from the derailling of a Wabash train at Delphi, Ind., on the morning of Oct. 8th. The freight train was running thru the town at high speed, when a rail at a switch snapped under the heavy load, and 18 cars heavily loaded with merchandise were precipitated against the side of the elevator, with the result that it was completely wrecked. The owners estimate their loss at \$20,000. The house stood up until the cars were removed by the wrecking crew; then the top fell over on the track.

One unfortunate feature about the accident is that the elevator stood on railroad ground, and the elevator owners will no doubt have to fight for any damages they collect from the Wabash. Had the house been built on private ground, the Wabash would have had a representative call on the owners next morning to ask terms of settlement. The house did not contain much grain, and remarkable as it may seem, no lives were lost.

SPECULATION.

BY GEO. H. PHILLIPS.

There are few towns in the grain raising part of our country in which there is not one or more men who "speculate in grain." The ticker, the blackboard, the private wire, the ups and downs, the stop loss orders, the daily grind of news and back of it all the honorable desire to invest for profit. Profit is desirable, and men will ever strive for the desirable. They do not generally overlook the element to risk attained to speculation, and when they do, they do not long continue in ignorance of its existence. It is quite remarkable that, in spite of the fact that supply and demand and growing crop conditions are regularly and reliably reported, and that these reports are made available to everybody, the general experience in speculation is one of disappointment, if not of disaster.

The farmer very generally is not satisfied to raise and sell his crops as grain or meat, but is a most persistent speculator in grain or provisions, he having very positive ideas of values and that his opinions are the result of local condi-

tions and not arrived at through the proper digestion of what he reads of general conditions, is due the fact that he generally is surprised and disgusted to see the markets go contrary to his ideas of values.

THE COUNTRY GRAIN DEALER very generally is a chronic speculator. The grain he handles each year through his elevator offers him too much of a temptation and opportunity to speculate. He, too, has always very positive ideas as to what values will be, and in addition to what he buys from the farmer he buys for future delivery through a Board of Trade; or in addition to selling for deferred delivery that which he has not yet bot, but expects to buy from the farmer, he sells for future delivery that which he does not expect to buy from the farmer.

The availability of the Board of Trade contracts for future delivery, and the ease with which these contracts can be made and closed, recommends to all classes of speculators, and the trade through the Chicago Board of Trade is enormous.

It would be entirely impossible for an individual to trade in such quantities as are every day traded in through the Chicago Board of Trade by the public as a whole. This is due to the fact that the speculative public, trading through several hundred commission houses, and without any knowledge of the doings of the individual, or any idea of concert of action, is less of a factor, except at times of sensational crop damage or some other like market influence, than the individual operator whose commitments are not 1 per cent of those of the speculative public taken as a whole.

It is a fact that when the speculative public have become strongly committed to either side of the market that the professional speculator takes the opposite side of the market in anticipation of the closing out by the public of its contracts. This is true, because the public is not, generally, a seller until the market has reached its maximum height and has turned for the downward swing, when each point decline finds stop loss selling orders; nor are they generally buyers until the market has reached its low point and has got well upon its way to a higher level, when each point advance convinces more and more that "the top



Donlin & Ryan's Elevator, Delphi, Ind., Wrecked by Freight Train.



Wreck of Wabash Freight Train Piled Against Donlin & Ryan's Elevator, Delphi, Ind.

is not yet." Nothing is more suggestive of higher prices than high prices, or of lower prices than low prices.

That the farmer should confine his speculation to the picking of the proper time to sell his crops, or as to whether he should sell or feed his crops, and that the country grain dealer should confine his speculation to the handling of the grain he buys from the farmer, seems to me to admit of no argument; but so long as the farmer and the grain dealer will speculate, are there any safe "rules of speculation?" During my fifteen years of Board of Trade experience, and my father's forty years' experience as a country dealer, I have become convinced that there are some things the general speculative public should do when it is a buyer for future delivery.

FIRST, it should never pay a premium for a future which represents a carrying charge. This, because its purchases are always many times in excess of public warehouse supplies, and when he pays a premium for a future he is paying carrying charges, not only on public warehouse supplies, but on many times that amount.

The following paragraph is from a letter I wrote Sept. 14th, 1903:

For years I have advocated trading in the cash grain, and when September contracts were about to mature I daily suggested the possible advantages to accrue to the holder of a September contract who would insist upon the delivery of the actual wheat, corn or oats. It seems, however, impossible to satisfy the average trader that he can "carry cash grain on a margin." When Board of Trade commission houses advertise to buy grain for future delivery on margins they mean just what they say, and when instructed to take in the grain delivered on contracts they can arrange with any bank for funds with which to carry the grain. Banks will loan within 5c a bushel of the market value of grain, so that with from 3c to 5c margin from a customer no commission house should refuse to carry cash grain.

You will see, therefore, that if everyone of the "30,000 holders of a contract for 10,000 bus of grain each" would demand the delivery of the grain they would have to pay the carrying charges

on only the amount of contract grain in store at Chicago, and not on 300,000,000 bu., as is the case where these contracts are exchanged for a deferred delivery and a premium paid for that deferred delivery. It seems incredulous that, having seen the effect where only ten to fifteen millions of grain is demanded on contracts for delivery during one month, the bulls continually accept defeat at the hands of the bears, when there is no question as to the absolute annihilation of the bears if the bulls so desire.

I have been asked by a customer: "If I take the grain on my September contract will not the actual carrying charges be greater than the carrying charges represented in the premium ruling for the December?" That is true the extra cost at this time being about a cent a bushel, but if a trader owns the cash wheat he can sell it at any time in the "Pit" the same as he can the December or May if he finds no demands from the consumer for the wheat; but I want to say that if the practice of trading in the cash grain became general there would be such a competition among the shorts for the grain that the bull would need to concern himself but little as to the nature of the demand. The demand would be there.

Cash wheat sold at 74½ on Sept. 1st and 93c before the month ended. Note the situation on June 30th in corn. Watch cash corn and July corn, after the July longs have liquidated. July corn 2½ under September on June 30th. An accumulation of 2,000,000 bus. of contract corn in public warehouses should not cause such a situation. Remember what May corn and May wheat did last May.

WHAT DO YOU SUPPOSE would happen if every man who owned 5,000 bu. of July corn had sent instructions to "take it in and carry the cash stuff?" Think of the nerve of the short seller who gives the speculator September corn at 60c in exchange for his July at 57½.

You have seen that done so often, for so many years, that it seems right to you. But is it? Why should the investor pay interest, insurance and storage on one bushel more than the actual grain sold to him? All the grain not in transit to the consumer should earn its costs

of carrying, but the speculator should not be made to pay interest insurance and storage on grain still in the farmers' hands—grain the farmer has not sold, nor has given anyone permission to sell.

Is it any wonder that the bull finds carrying charges too much of a handicap? Suppose 10 per cent of the speculative public made its contracts through a commission house that encouraged trading in cash grain, in taking in grain on contracts as they matured and helped them to do it by loaning them 90 per cent of the value of the grain; what do you think would be the result? Do you think "liquidation" would mean "down markets," or would it mean "up markets?"

THERE ARE FOUR so-called "live options," May, July, September and December, and April first, June first, August first and November first finds the commercial writers reminding the public that the time is almost here to get out the pocketbook and get ready to pay for the grain contracted for. Commission houses write their customers "what are you going to do about your maturing contracts?"

I have seen this liquidation many times when contract stocks of grain here were under 1,000,000 bu.

With the speculative public long twenty to fifty times that amount, but having it bot through a hundred firms, they are powerless to prevent the liquidation or changing over of their contracts at a loss. They pay a premium for July when they sell their May, a premium for September when they sell their July, a premium for December when they sell their September, and a premium for the May when they sell their December only to repeat the operation again.

Add this handicap to the difficulty of ignoring the daily fluctuations and waiting for a sensible place to make a purchase, the almost impossibility for an ordinary human being to hold stuff for as big a profit as he will hold for a loss when wrong or to learn to get out of his holdings when he feels that he is wrong, and it is little wonder that the great percentage of traders lose money.

ANOTHER THOT that man not have occurred to you. It may be considered a peculiar fact, but it is true, that the speculative public "evens up" to a large extent, its own trading. For instance: Two men are bulls on corn now, but anxious to get in right. "A" buys 10,000 bu. May corn at 47½c on a break. "B" thinks it will sell a little lower, and waits for a better price. Market advances from 47½c to 48½c, and "A" trades his profit. "B" is afraid the market is headed for higher prices and buys 10,000 bu. May at 48½c. Market goes back to 47½c again, and "A" buys again while "B" tells himself he knew the "blamed stuff" would sell lower and "stops his loss at 47½c." Market turns up again, and at 48½c "A" again sells out and "B" buys. This time the market advances to 50½c and "A" is sore to think he sold out and buys just as "B" takes a profit. At 49c "A" sells out to stop loss, and "B" gets in again. The commission man is the only winner, while both "A" and "B" lose, or what one wins, the other loses. Yet both were bulls and both were right on the market.

The "law of averages" makes this condition quite general, and thousands of "A's" and "B's" worry themselves sick and tired trying to get in and out with a profit. Whenever this "law of averages"

[Concluded on Page 627, 3d column.]



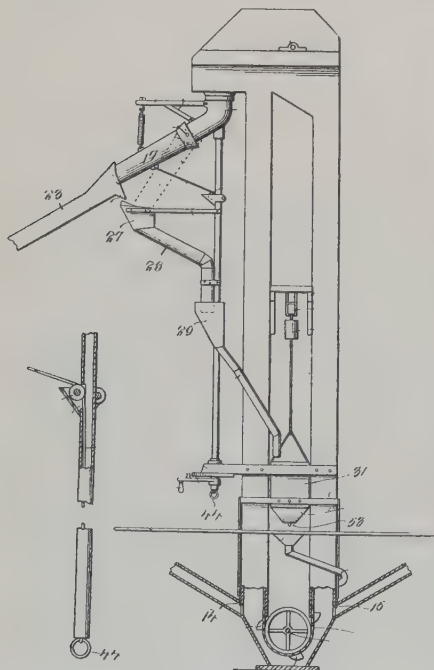
Donlin & Ryan's Elevator at Delphi, Ind., After Removal of Cars.

AUTOMATIC BIN OVER-flow and Elevator.

The elevator leg shown in the engraving herewith embodies improvements whereby when a bin has been filled the grain will be delivered to an overflow hopper which automatically closes the chutes from both the back pit and the dump. Another improvement is the means whereby the overflow may be returned to the elevator without passing thru the pit or dump.

The leg is of ordinary construction. From the turn head extends an outlet spout, 17; suspended by a helical spring. Instead of a solid rod the mounting of the turn head is on a pipe supporting also the small hopper, 27; and spout, 28; the pipe serving to contain the rope attached to the outlet spout and terminating in the ring at 44. Under the movable spout, 28; is the fixed hopper, 29; communicating with the hopper, 31; by means of a bent spout around the down leg. The hopper, 31; is mounted between the up and down legs and hung by a rope from a lever on the opposite end of which is a weight to balance the hopper. In the work floor under hopper, 31; is a hopper discharging by curved spout into the up leg of the elevator above the boot.

In operation the grain passes thru spout 17, thru spout 23, into the bin; but when the latter is full of grain backs up into spout 17, the weight of the grain in which overcoming the tension of the helical spring causing the spout, 17, to assume the position shown by the dotted lines in the engraving, the grain thus being diverted to the balanced hopper between the up and down legs. The grain in this hopper raises the balance weight and operates the valves 14 and 15, preventing the entrance of additional grain into the boot of the elevator. At the same time the grain in the hopper, 31, by opening of the valve, 53, is permitted to flow into the hopper in the work floor and by the curved spout into the rising elevator buckets, the operator, being aware that the first bin is full, turning the head to the next bin. The danger of mixing several kinds of grain



Automatic Bin Overflow and Elevator.

within a single bin is thus effectively overcome.

Letters patent, No. 1,005,049, for this improvement were granted Oct. 3 to Thomas C. Lorenzen.

CROP IMPROVEMENT NOTES

A barley campaign for Wisconsin, Iowa, Minnesota and South Dakota is being inaugurated by the crop improvement committee of the Council of Grain Exchanges. The campaign will begin in Wisconsin in co-operation with a committee of the United States Brewers Ass'n, which has set aside adequate funds for 3-years' work.

Every newspaper in barley growing territory will be supplied with all the barley culture matter it can use in the form of plates.

An immense number of bulletins will be furnished to grain dealers, maltsters, brewers, commercial clubs, bankers, implement dealers and all who will undertake to place them in the hands of farmers.

Barley educational cars will be run in Wisconsin and Iowa and probably in other states. The car for Wisconsin will be available for three or four months, and will be run under the supervision of Professor Moore to points where the local ass'n can assure a good attendance. Hon. Henry Krueger, a practical farmer, and an assistant, will accompany the car.

The circular of advice to barley buyers is being sent out requesting their co-operation in saving good seed and suggesting ways of interesting the farmer in better barley culture. It follows:

TO BARLEY BUYERS.

Ask each farmer if he has any choice seed barley for sale, or if he will have to buy any. Keep a list of those who have and inform those who have not.

There will be a good profit in collecting choice seed barley yourself in sacks or in special bins.

If the seed in your locality appears to be mixed or falling off in yield, or of inferior quality, ask your State Experiment Station where pure bred seed of the most suitable kind may be obtained.

Urge your farmers to select their seed early out of the best part of their crop and to take good care of it.

Call a meeting of your best farmers or talk to them one by one and induce them to begin sowing a pure bred barley of the best variety which is adapted to your soil and climate. You can get this information from your State Experiment Station, and you ought to have it, and you ought to post this in a notice in a prominent place.

It would pay you to get a seed testing machine to test the germinating quality of the various seeds before planting and to offer the use of it to your farmer friends. A very simple way to test seed for germination is to take two tin plates, one slightly smaller than the other, cut cotton flannel pads to fit the inside of the under plate; soak pads in water and squeeze out the surplus moisture; put the pad in bottom of the larger plate and scatter barley over it. Place another wet pad over the seed and invert the smaller plate as a cover to prevent evaporation. Add a little water when the pad becomes somewhat dry. Keep in temperature from 74 to 80 degrees F. Keep a record of the test and remove sprouted seeds from day to day. It does not pay to plant barley which will not test 95 per cent.

Advise your farmer friends not to waste time in sowing new varieties, except on small tracts as an experiment, unless your State Experiment Station recommends them.

Urge every farmer to thoroughly fan and clean his seed, selecting only the heaviest and plumpest grains of uniform body for sowing. Avoid planting giant grains, as well as shriveled or dwarf kernels. Seed may be best prepared by fanning mills which separate by size and weight by means of both screens and wind blasts. This will also cut out all the weed seeds, which in itself will more than pay for the trouble. Crops may be increased from 4 to 10 bushels per acre by more attention to the selection of seed, with little or no added ex-

pense. It is every elevator man's duty to have cleaning machinery and you can well afford during certain months to allow the farmers to come and use it, because it will bring you more bushels of a better quality when the crop is marketed. It will be worth thousands of dollars to your county to eradicate the weeds.

In case you have trouble with smut, show every farmer who does not follow this practice how to treat the grain with formaldehyde or hot water. Be careful if you use the hot water method that you don't get your water above 130 degrees, and you must test your thermometer carefully by the standard thermometer at the cheese factory or creamery. We will send you full directions upon request.

Some elevator men think that by paying an average price for all qualities of grain that they can make money. It is not true. It will pay you better in the long run to encourage the farmers to grow a better quality by paying a better price for good than for poor grain, and keep it separate. Barley often varies 50 cents a bushel between grades.

Specialists appointed to investigate pellagra in Tennessee have reported that 95 per cent of the victims in that state use corn meal.

THOUSAND DOLLAR CUP for Best White Oats.

The best white oats exhibited at the American Land & Irrigation Exposition, which will be held in Madison Square Garden, New York City, Nov. 3-12th, will be awarded the beautiful thousand dollar silver cup illustrated herewith, which was donated by the Chicago, Milwaukee & St. Paul Ry., and the Chicago, Milwaukee & Puget Sound Ry.

No doubt the oats grower who captures this valuable prize will wonder what he will use it for. A thousand dollar team of horses would prove far more attractive to the average grain grower.



SPECULATION.

[Concluded from Page 625.]

is broken up and "A" and "B" buy together and sell together, as during a crop scare period they become a factor in making prices. Two or three times a year an opportunity is afforded one to buy at a low price. To buy at such a time and hold for a reasonable profit is pure investment. To "play the market" day after day for "scalping" profits is gambling and nothing else.

ONE CAUSE OF LEAKY CARS.

A prolific source of heavy damage to the ends of freight cars is the new steel underframe construction being adopted by the leading railroad systems for all new cars. These cars are so strong that the old, tho well built, wood underframe cars are crushed when in a train meeting a shock, if in the middle of a train of steel underframe cars.

The engravings herewith show two cars that were in a string of twelve being switched in one of the large switching yards of Chicago. The switch engine had pushed the cars into a siding leaving the switch open behind them and was moving along very slowly when the engine was struck by another string of cars moving in the same direction at a speed of about twelve miles an hour. The second string of cars was being pushed by a switch engine and were supposed to be headed down the main track. The cars shown in the illustration were respectively the second and third cars in the string coupled to the first engine; the one with the wooden underframe being nearest to the engine. When the shock came the failure, of course, occurred at the weakest point, which was between these two cars, and these were the only cars which were damaged. The wooden underframe car was damaged to the extent of destroying the end, center and longitudinal sills ahead of the bolster, draft arms, part of the floor and sheathing on the end of the car. The draft gear used in this car was of the spring rigging type.

The steel underframe car was injured only to the extent of bending some of the forgings on the end of the car and slightly damaging the sheathing. A friction draft gear was in service on this car.

Readers of the column in the Journal devoted to cars "Leaking in Transit" will find dealers reporting many leaks at drawbar and at end of car, undoubtedly caused by rough handling of a weaker car in a train of steel underframe cars. For the engravings we are indebted to the *Railway and Engineering Review*.

The National Board of Trade will hold its 42nd annual meeting at Washington, D. C., Jan. 16, 17 and 18, 1912.

Every dealer should have the Grain Dealers Journal. I have received much valuable information from it.—Louis Schnell.

Distribution of \$775,000 held for the Great Western Cereal Co. will be determined by the Circuit Court at Chicago, a bill having been filed by attorneys for the Continental & Commercial National Bank, trustee. A dispute between the bondholders of the Gt. Western Cereal Co. and the company led to the filing of the bill. The bondholders maintain that this money should be used for the redemption of other bonds and officials of the company hold that the money should be used for improvements upon its remaining plants.



Damage to Wooden Underframe Car.



Steel Underframe and Wooden Underframe Cars that Met.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Grand Trunk in ICC A1437 gives rules governing allowances for transfer of grain; effective, Nov. 1.

E. J. & E. in Sur 1 to ICC 1236 has given rates on grain and products from its stations to C F A points, also Atlantic seaboard cities; in effect, Nov. 5.

St. L. & S. F. makes effective Oct. 28 to Mobile, New Orleans, Port Chalmette, La., Galveston, Texas City, Tex., from Cassville, Mo., for export, wheat, 25½c; corn, 22½c.

Illinois Central will make a rate of 14c on flaxseed, flaxseed screenings and millet seed to Chicago from Council Bluffs, Ia., Omaha and So. Omaha, Neb. (when originating beyond).

Ill. Cent. in Sup 11 to ICC A7162 gives rates on grain from Taylorville, Ill., to Cairo and Mounds, Ill., 7c; from stations in Ill. to Cairo and Mounds, Ill.; state, Oct. 4; interstate, Nov. 10.

Santa Fe will make a rate effective Nov. 10 on wheat, corn, rye, oats and barley and articles taking the same rates between Gary and Atlas, Ill., and Chicago and Fort Madison, Ia., of 6c.

L. E. & W. will make rates, effective Nov. 1, on elevator dust, oat clippings, hulls and grain screenings, to Peoria, Ill., from Indianapolis, Ind., 7c; Noblesville, Ind., 7c; Sandusky, O., 10c.

St. L. & S. F. will make a rate, effective Oct. 30, on broom corn, broom corn seed, flaxseed and hemp seed from Kansas City, Mo., to Memphis, Tenn., when destined to Carolina territory, of 11c.

Erie will make a rate effective Nov. 1 on ex-lake grain at and east of Buffalo, N. Y., to Boston, Mass., for export only, wheat, 5½c; corn, 4¾c; rye, 5¼c; barley, 4¾c; oats, 3.7c, and flaxseed, 5½c.

St. L. & S. F. makes rates effective Oct. 25 on wheat and articles taking the same rates from St. Louis, Mo., East St. Louis, Ill., Carondelet, Granite City, Madison, Venice, Mo., to Quapaw, Okla., 15c; corn, 13½c.

C. M. & St. P. in Sup 6 to ICC A8816 gives the rate on wheat, corn, rye, oats and barley and articles taking the same rate from its stations in Ill. and Wis. to D. S. S. & A. and connections; effective Nov. 1.

Erie in Sup 8 to ICC 8790 has published rules governing lighterage and terminal regulations and including stations and deliveries, grain rules and storage rules in New York harbor and vicinity; effective Nov. 5.

C. & N. W. makes effective Oct. 25 a rate of 23c on corn from Fernald, Ia., to Osseo, Wis.; wheat from Missouri valley, Council Bluffs, Ia., Omaha, So. Omaha, Neb., to Chicago, Ill., 12c; St. Paul, Minn., 11c; Fulton, Ill., 10.5c.

W. H. Hosmer, agt. for the Ill. Cent., announces a rate, effective Nov. 1, to Memphis, Tenn., and rate points from Anthony, 54½c; Arkansas City, 53c; Beloit, 54c; Bridgeport, 54½c; Concordia, 53c; Kanopolis, 54½c, and Salina, Kan., 54c.

C. M. & St. P. has issued Sup. 90 to ICC A9945 giving rates on flax or millet seed and grain between Chicago, Ill., Milwaukee, Racine, Wis., Duluth, Cloquet, Minn., or Superior, Wis., St. Paul, Minn., and stations in Ia., Mo., Minn., N. D. and S. D., Nov. 1.

Northern Pacific will make effective Nov. 1 rates on corn, rye, oats, barley, speltz, grain screenings, malt and malt sprouts from Duluth, Minn., Superior, Wis., Superior, East End and Central Avenue, Wis., to Alton, East St. Louis, Ill., 11.5c, St. Louis, Mo., 12.5c.

C. M. & St. P. has issued Sup 5 to ICC B2120 giving the rate on grain and grain products from St. Paul, Minneapolis and Minnesota Transfer, Minn., also Duluth, Stillwater, Minn., Chippewa Falls, Wis., originating beyond to connecting lines in Ill., Ind., Ia., Ky. and Wis.; effective Nov. 1.

N. Y. C. & H. R. will make a rate effective Nov. 1 on wheat, corn, rye, barley, oats and flaxseed from elevators at Buffalo, N. Y., to East Boston, Mass., for export, wheat, 5½c per bu.; corn, 4¾c per bu.; rye 5¼c per bu.; barley, 4¾c per bu.; oats, 3.7c per bu., and flaxseed, 5½c per bu.

Milwaukee will make effective, Nov. 1, ICC B2430 giving the rates on corn, rye, oats, barley, wheat and grain products from St. Paul, Minneapolis, Duluth, Minnesota Transfer, Stillwater, Minn., and Superior, Wis., and points on its lines to Chicago, Peoria, East St. Louis, Ill., Milwaukee, Racine, Wis., St. Louis, Mo.

Santa Fe will make rates effective Nov. 11 on popcorn from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan. (originating west of the Missouri river), to Chicago rate points, when destined to Western Trunk Line and points east thereof, 12c; to Peoria rate points, when destined to Western Trunk Line and points east thereof, 10½c.

Erie will make rates effective Nov. 1 on barley, 5¼c; corn, 5¼c; flaxseed, 5½c; oats, 3¾c; rye, 6c, and wheat, 6½c per bu. from east of Buffalo, N. Y., to Baltimore, Md.; also wheat, 5.2c; corn, 4.45c; rye, 4.95c; barley, 4.55c; oats, 3.5c, and flaxseed, 5.2c per bu. from ex-lake at and east of Buffalo, N. Y., to Baltimore, Md., for export.

Detroit, Toledo & Ironton makes effective, Oct. 28 a rate on grain to Cleveland, O., from Adrian, Mich., of 7c; Bainbridge, O., 8c; Maybee, Mich., Bird-sall, Mich., and Cairo, O., 7c; to Fostoria, O., from Adrian, Mich., 5c; Bainbridge, O., 7½c; Humboldt, O., 7½c; to Toledo, O., from Adrian, Mich., 5c; Bainbridge, O., 7c; Cairo, O., 5c; Jackson Center, 6c; Lima, O., 5c.

B. & O. will make effective Nov. 1 rates on export grain from West Fairport, O., to Baltimore, Locust Point, Md., wheat, 5.2c; shelled corn, 4.45c; domestic grain from West Fairport, O., to Baltimore, Cumberland, Md., barley, 4c; shelled corn, 4.75c per bu., flaxseed, 5.50c per bu., oats, 3.5c per bu., rye, 5.5c per bu., wheat, 6c per bu.; to Philadelphia, Pa., barley, shelled corn, 5.25c per bu., flaxseed, 5.5c; oats, 3.75c; rye, 6c per bu., wheat, 6.5c.

Wabash will make rates, effective Nov. 1, pop corn, from Kansas City, Mo., Council Bluffs, Ia., Omaha, So. Omaha, Neb. (when originating west of the Missouri river), to Chicago, Ill., Milwaukee, Wis., 12c; Peoria, Pekin, Ill., 10½c (when destined to western terminal of Trunk Line and points east thereof); also grain from East St. Louis, St. Louis, Mo., to St. Joseph, Mo., Atchison, Leavenworth, Kansas City, Harlem, Randolph, Birmingham, So. Liberty, Mo., Missouri City, Excelsior Springs Junction, Mo., barley, 8c; corn and oats, 8c; rye, 8c; wheat, 9c.

Rock Island in Sup 60 to ICC C7692 has made rates on grain, grain products and feed between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and rate points, western and Missouri river points; also grain and grain products from stations in Ia., Minn., and S. D. on the Rock Island to Cairo and Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeast and Cairo territories; in effect, Nov. 1.

Gt. Northern will make effective Nov. 1 rates on bran, shorts and middlings to Chicago, Ill., from Andover, Cedar, 15c; Bethel, 15c; Isanti, 15½c; Cambridge, 16c; Grundy, 17c; Stanchfield, Minn., 17c; also flaxseed or millet seed, 17½c; wheat, rye, barley, oats or corn, 15c between Chicago, Ill., and rate points and Mound, St. Boniface, Maple, Mayer, New Germany, Lester Prairie and Silver Lake, Minn., flaxseed or millet seed, 17½c; wheat, 15c; rye, barley, oats or corn, 15c.

Soo Line will make rates becoming effective Nov. 1 on grain and products between Minneapolis, Minnesota Transfer and St. Paul, Minn., and Bellingr, Lusk and Hannibal of 10c; Jump River, 12c; Lynch, Wis., 13c; between Eau Claire and Chippewa Falls, Wis., and Bellingr, Lusk and Hannibal, 10c; Jump River, 12c, and Lynch, Wis., 13c; also grain, feed and millstuffs (when originating beyond) from Duluth, Minn., and Superior, Wis. (originating beyond), 14c; barley, corn, flax bran and shives, flaxseed, flaxseed hulls and screenings, grain screenings, millet seed, oats, refuse, rye and spelts from Minneapolis, St. Paul and Minnesota Transfer, Minn. (originating beyond), to Alton, East St. Louis, Granite City, Ill., and St. Louis, Mo., 10½c.

C. Gt. W. will make rates, effective Nov. 1 on flaxseed of 11.5c and corn, 9c, from St. Paul, So. St. Paul, Minneapolis and Minnesota Transfer, Minn., applying on shipments originating at Hammond, Wis., or on products manufactured from grain or seeds originating thereat, to Chicago and rate points; to Chicago, from the above named points when originating at Hancock, Minn., flaxseed, 9c, and corn 7.5c; when originating at Hampton, Minn., flaxseed, 11.5c; corn, 10c; also wheat, 13c, and corn, 11c, from Chicago, Ill., when originating beyond, to Atchison, Kan., and Independence, Mo.; also corn, rye, oats, barley, speltz, flaxseed, flaxseed hulls, millet seed, grain screenings and flaxseed screenings from Winona, Minn., when shipped into this point via any railroads to St. Louis, Mo., and East St. Louis, Ill., 10½c.

Rock Island will make a rate of 14c on wheat and 10½c on corn, rye, barley, speltz, oat hulls, elevator dust, grain screenings, malt and malt sprouts, flaxseed, flax shives, flaxseed hulls, millet seed, flaxseed, screenings and bran and flax refuse from St. Paul, Minneapolis and Minnesota Transfer, Minn. (when originating beyond), to St. Louis, Mo., and East St. Louis, Ill.; and rate points, oil cake and oil meal, 13c; articles taking wheat rates, except wheat, minimum weight, 40,000 lbs., 14c; minimum weight, 30,000 lbs., 15c; from the above named points to Hannibal, Mo., and rate points, oil cake and oil meal, 13c; articles taking wheat rates, except wheat, 14c; also feed from Peoria, Ill., to Waukegan, Ill., 7c; corn meal and feed, from Independence, Ia., to Centralia, Ill., 14.5c; wheat, between St. Paul, Minneapolis and Minnesota Transfer, Minn., and Depue Junction, Moronts, Granville, Priscilla, Ill., and rate points, 15c.

Mo. Pac. has set rates becoming effective Nov. 1 to Bauxite, Ark., from St. Louis, Mo., Carondelet, East St. Louis, Du Pao, Ill., wheat, 19c; corn, 16c, from Cairo, Gale and Thebes, Ill., wheat, 17c; corn, 14c; from Memphis, Tenn., wheat, 17c; corn meal, 16c; corn, 14c; from Memphis, Tenn., wheat, 17c; corn, 14c; to Belmont, Bird's Point, Mo., Cairo, Columbus, Ky., Memphis, Tenn.; from Madison, Kan., wheat, 23½c; corn, 19½c; hemp seed, 32c; flaxseed, 28½c; broom corn, 51c.

Effective Nov. 1, the rates on grain, grain products and flax and millet seed from points in Minnesota and Wisconsin nearby Minneapolis and Duluth have been readjusted. The local rates from Minneapolis and Duluth will be 15 cents per 100 pounds on grain and grain products and 17½ cents per 100 pounds on flax and millet seed. The carriers have published varying proportional rates from Minneapolis and Duluth, ranging from 10 to 13 cents on wheat and grain products (except malt and grain screenings); 7½ to 13 cents on coarse grain, malt and grain screenings; and 7½ to 15½ cents on flax and millet seed, the measure of the proportional rate being dependent upon the point of origin of the shipment, as shown on the inbound expense bill surrendered. Under this readjustment the combination of the local rate to Minneapolis plus the proportional rate to Chicago will not in any case make a lower thru rate than the direct rate to Chicago, which has not been the condition in the past.—W. M. Hopkins, manager transportation department, Chicago Board of Trade.

Rock Island will make effective Nov. 2 rates on corn, oats, barley and rye from St. Louis, Mo., and East St. Louis, Ill. (when originating beyond), to Wilburton, 18½c; Patterson Spur, 18½c; Cairo, Phillips, Lehigh, Coalgate, 23c; Krebs, 18½c; McAlister, Okla., 18½c; flaxseed and wheat, 9½c; corn, 8c; between Trenton, Mo., and Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan.; between Cameron, Mo., and Kansas City, Mo., flaxseed and wheat, 8c; corn, 7c; between the same points and St. Joseph, Mo., flaxseed, 7½c; wheat, 7c, and corn, 6c; between the same points and Atchison and Leavenworth, Kan., wheat, 8c; corn, 6c; between Cameron Junction and Kansas City, flaxseed and

wheat, 8c; corn, 7c; between the same points and St. Joseph, Mo., and Atchison, Kan., flaxseed and wheat, 7c; wheat, 15½c between Chicago, Ill., and Council Bluffs, Ia., and Omaha and So. Omaha, Neb.; flaxseed, between St. Paul, Minneapolis and Minnesota Transfer, Minn., So. St. Paul, Minn., and rate points and Newport, 5c; So. St. Paul, Inver Grove, Minn., 5c; wheat, corn, rye, oats and barley between same points, 4c.

CHART OF A DAY'S FLUCTUATIONS.

Few understand that the "future" markets are continuous, and that the high and low for the day reported in the daily newspapers are but the extreme limits which by chance the price has touched during the 225 minutes of continuous buying and selling on the Chicago Board of Trade.

An actual continuous market for a single day has been plotted on the chart herewith. The heavy line shows the price at which bids met offers, resulting in sales, which were instantly recorded by the official market reporter and sent by fast wire to the ends of the earth.

This day, Aug. 21, 1911, is divided on the chart by light vertical lines into 15 minute intervals at which the C. N. D. quotations are established. Each horizontal line represents one-fourth cent. The first quotation at the opening, 9:30, was 94¼ to 95¼ for December wheat. This opening chanced to be low for the day. Then followed an irregular rise to 95½ shortly after 11 a. m. On the chart are given every full one-eighth cent fluctuation during the day for wheat, corn and oats. Condensed into opening, high, low and closing quotations these form the basis of the chart regularly published in the Grain Dealers Journal for the past ten years.

Much of the activity comes in the first 15 minutes of the day. Wheat is in international touch with Liverpool until 10:15, after which the pit scalpers hold swav, often working the market back at 12 noon to where it was at the opening. Their game is to range themselves on either the buying or selling side for a brief time, accepting offers of large or small quantities at concessions of 1/16 to 3/16 cent and taking profits of about

¼ cent. Many of these scalpers never hold wheat over night, and their methods are varied. Their net profits are less than many of them would earn in other business. Their useful service is in giving the farmer a constant market.

A SHREWD ELEVATOR MAN-ager.

What is a proper side line for a grain man? is a question that has bothered the trade for years. Pete Meier, the genial manager of the Farmers Elevator Co. at Parker, S. D., has solved it. Pete's office is the headquarters for all the village fathers, and here all the problems that keep the old planet in a turmoil are settled once and for all time.

Pete has to furnish space, chairs and ordinarily would have to furnish tobacco; but here is where Pete's genius comes in—he has a full line of cigars and tobacco on sale at regular prices. Can you beat it?

N-W OHIO DEALERS MEET at Toledo.

Northwestern Ohio dealers had the time of their lives at Toledo Oct. 20 and transacted considerable business as well.

The entertainment was done up brown by the Toledo Produce Exchange, which had delegated to Col. E. L. Southworth the pleasure of seeing that the visitors' stay was made enjoyable. He is proclaimed a "prince."

After listening to an invitation extended by the Ohio State Sec'y, J. W. McCord to the millers and elevator operators of N.-W Ohio to attend the state meeting at Columbus Nov. 3 and to enjoy a complimentary dinner by the grain dealers of Columbus, he announced that he was not going to have the Columbus bunch outdo Toledo, and accordingly invited everybody to take dinner at his expense at the Boody House. There were 147 at the table.

Sec'y T. P. Riddle reported that the debt up to Oct. 1 had been wiped out. That the various markets of the country are showing an eagerness to co-operate with the Ass'n. A high degree of harmony prevails thruout the territory and the Hay & Grain Producers & Shippers Ass'n is on a sound and progressive basis.

It was the unanimous opinion that the ultimate interests of both farmer and shipper would be conserved by deferring the handling of new corn until Nov. 1 or later; and that, under existing conditions, 65 cents per hundred for good yellow ear corn is the proper paying and talking price. Caution is advised. Remember,—there is by actual scientific test a shrinkage ranging from five to ten pounds per bushel on new corn in the process of marketing. Besides, the risk of heating is great. These abnormal risks warrant and necessitate more working margin than that which is required after corn becomes of established grade.

A meeting of millers, composed of officers and directors of the Federation, the pres. and two delegated representatives of each millers' club, will be held in Chicago, Nov. 8, at the Great Northern Hotel.

The National Good Roads Ass'n is endeavoring to raise a \$1,000,000 fund by contributions from railroads, automobile companies, manufacturers and farmers, and establish national headquarters in Washington, D. C.

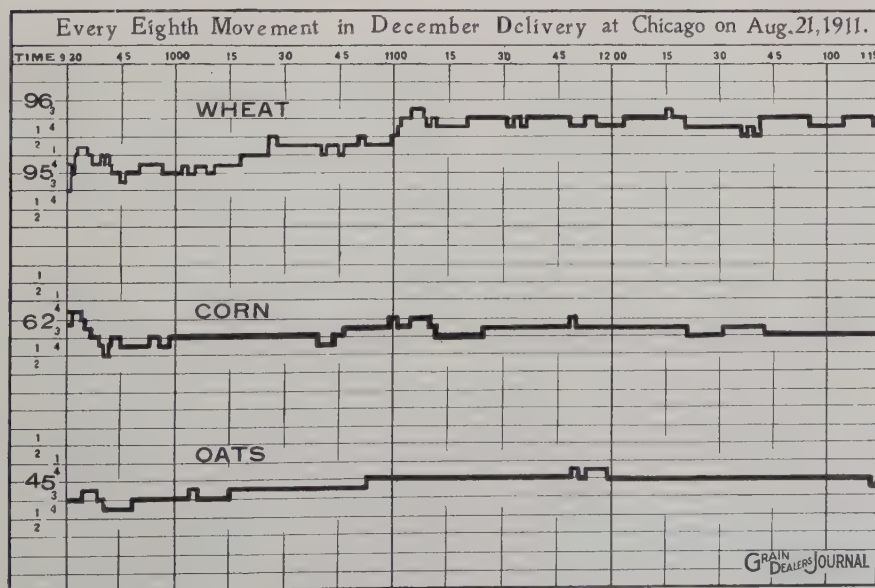


Chart of a Day's Fluctuations.

Seeds

The E. B. Clark Seed Co. will erect a large seed eltr. at Waterbury, Conn.

Philadelphia exported 249 sacks of clover seed in the week ended Oct. 21.

A large seed house for the state experiment station will be erected at Williston, N. D.

Baltimore imported 39 sacks of clover seed during the week ended Oct. 21 and exported 200.

During the week ended Oct. 21 New York imported 2,485 bags of clover seed and exported 569 bags.

The Grain Dealers Journal publishes more *real* seed news than any other paper.—E. S. Gunn, of Griswold Seed Co., Lincoln, Neb.

Lowell, Ind.—We received one two-horse load of timothy seed last week for which we paid the farmer \$788.78.—C. E. Nichols & Co.

The Albert Dickinson Co. has registered Trade Mark No. 56,672 to designate its "Double Hand" brand of edible dried beans and peas.

Flaxseed will average about 6 bus. per acre in this locality. Much late flax will amount to but little.—H. B. Hanson, mgr. Wibaux Eltr. Co., Wibaux, Mont.

T. V. McCauley, former postmaster at Oracle, and H. B. Langers of Tucson, have leased a store at Tucson, Ariz., and will engage in the seed business under the name, Tucson Seed Co.

J. S. Zimmerman of the Zimmerman Seed Co., Topeka, Kan., reports having to travel over two or three counties to fill an order for a car load of alfalfa seed, indicating that the seed crop is short.

Mammoth clover good crop and more than last year, while the crop of red clover is less than last year. Wet weather has caused the seed to sprout.—H. G. Wolf, mgr. Null Grain Co., Morristown, Ind.

A large crop of alfalfa is promised in Nebraska, east of Kearney, and in Kansas. The alfalfa crop is short in those parts where it is usually large. Clover and timothy seeds are short crops in Nebraska.—E. S. Gunn, of Griswold Seed Co., Lincoln, Neb.

The Philadelphia Seed Co. has been granted trade marks Nos. 56,942 and 56,943 designating respectively its "Puritan" and "Quaker" brands of red clover, alsike-clover, alfalfa-clover, white-clover, crimson-clover, timothy, red-top, blue-grass, orchard and lawn grass seeds.

The condition of flaxseed at time of harvest in different states and for the whole United States Oct. 1 and Oct. 1, 1910, is as follows: Minnesota, 73, 60; Iowa, 65, 86; Missouri, 40, 89; North Dakota, 70, 35; South Dakota, 65, 60; Nebraska, 78, 75; Kansas, 33, 89; Wisconsin, 86, 66; Montana, 83, 60; United States, 69.6, 47.2.

Toledo received during the week ended Oct. 21, 245 bags of timothy seed, 830 of clover and 300 of alsike and shipped 100 sacks of clover seed; compared with no timothy seed, 2,868 bags of clover seed and 95 of alsike seed received and 875 bags of clover seed shipped during the corresponding week of last year. During this season Toledo has received 12,299 bags of clover seed and 5,000 of alsike

seed and has shipped 2,404 bags of clover seed; against 22,768 bags of clover and 5,594 of alsike seed received and 3,073 bags of clover seed shipped during the corresponding period of last season.

Timothy seed is strong and higher, which is strange in the face of the season being practically over. The demand for December and March delivery is large, sending prices bounding up. Bulls talk \$8 seed in the spring. It depends on how much back in the country will be carried over.—J. F. Zahm & Co.

The branch seed laboratory of the U. S. Dept. of Agriculture at Lincoln, Neb., has been discontinued, after having made 3,300 tests of seeds during the three years since it was established. The work of testing seeds and maintaining the purity of seeds offered in trade will be left to the state, which last year enacted a pure seed law.

Chicago received during the week ended Oct. 21 648,100 lbs. of timothy seed, 34,400 of clover, 232,900 lbs. of other seeds and 25,300 bus. of flaxseed; compared with 978,000 lbs. of timothy seed, 208,800 of clover seed, 575,800 lbs. of other seeds and 33,000 bus. of flaxseed received in the corresponding week of last year. Shipments of seeds in the week ended Oct. 21 aggregated 657,100 lbs. of timothy seed, 30,300 of clover, 343,200 lbs. of other seeds and 12,600 bus. of flaxseed; against 241,000 lbs. of timothy seed, 22,400 of clover, 115,200 lbs. of other seeds and 6,400 bus. of flaxseed shipped in the same week of 1910.

Naughty, naughty are some foreign seed dealers. They try to deceive our innocent, unsophisticated dealers by talking very short crops abroad, famine prices and then offer to sell seed. Some sell gold and ship 'em brass, expecting a discount. Majority are fair, but the tricky ones frequently talk the loudest. London Corn Circular exposes them. It quotes what a Hamburg, Germany, seed dealer wrote to us in August. It roasts him and then urges their home dealers to take advantage of the present prices, rather than wait for spring. It says English red crop is fine. Also that the European crop is better than many of the reports indicate.—C. A. King & Co.

Imports of seeds during the 8 months prior to Sept. 1 included 19,000,424 lbs. of clover seed and 6,536,846 bus. flaxseed; against 9,983,711 lbs. of clover and 5,269,181 bus. flaxseed during the corresponding period of 1910. Exports during the 8 months included 1,583,250 lbs. of clover seed, 842 bus. flaxseed, 4,970,870 lbs. of timothy seed; compared with 2,187,511 lbs. clover seed, 4,138 bus. flaxseed, 15,721,041 lbs. timothy seed, during the corresponding period of 1910. Exports of foreign clover seed during the 8 months prior to Sept. 1, 1911, were 88,040 lbs.; compared with none exported during the corresponding period of 1910, according to O. P. Austin, chief of the Bureau of Statistics.

We would not advise sowing clover with winter wheat. Now and then it may succeed, but it will generally end in failure, for the reason that the weather is warm enough to insure germination, if the proper covering is given; but the season, at least in the northern and central portion of our territory, is too short to allow the clover to provide itself with sufficient winter covering. Some report success in sowing clover on newly sown wheat and rye, but delaying the sowing until just before the ground freezes up, which, of course, will vary in different

sections. Clover thus sown is buried by the settling of the ground and by the freezing and thawing in the spring. Hence, theoretically, it is all right to sow clover in this way. For ourselves we have had no personal experience, but we see no reason why this method should not be successful. The weather is not warm enough to germinate the seed, and it lies in the ground awaiting sufficient temperature.—Wallace's Farmer.

Clover seed ruled within a narrow range last week. Trading has been active in all futures. Quite a little selling of March by longs and hedgers, but the market has taken it well. A little prime seed has been delivered on October. Open trades in that month are not very large in our opinion, but anyone short of it should switch to some other month before the 31st. Receipts have not been heavy and seed has found ready buyers at good prices. Too much rain ruined a lot of seed that was in the field, and it looks like small receipts as surely price has been attractive enough to cause farmers and others to ship in, as the cost of carrying is rather heavy. Not much said about the out-turn of the crop abroad, and while there may be some good seed come from that side later, there doesn't appear to be any selling of futures by foreigners. Shipping demand is naturally poor. Those who will require seed probably figure they may not have to pay very much more, and may get it at much less money, so are holding off.—J. F. Zahm & Co.

From the Seed Trade.

C. C. Norton's Sons, Greenfield, O.: The small seed crops grown for market in this district are timothy, medium and mammoth clover seed. The growing crops are not promising. The timothy surplus, about 1,000 bus., has all been shipped out. We will have a surplus of perhaps 1,000 bus. mammoth clover, but a shortage of the medium.

L. E. Ingram, Rutland, Ill.: Clover from last spring's seeding is very spotted owing to dry weather in the early part of the season. Alfalfa and timothy of the early fall seeding is an extra good stand; but very little timothy was seeded. More alfalfa is being sown here every year. No clover seed was carried over, nor was any grown here last season.

Defiance Iron & Steel Co., Defiance, O.: The alsike crop of 1911 is about the same around here as last year, but of better quality. Red clover is about 1/4 of a crop this year, and there will not be enough to go around. We will be obliged to order in red clover to supply our trade. Of timothy seed on this crop we had about 50% more than last year. No seed of any kind was carried over from 1910 crop. The outlook for the new crop is very good. The acreage is about the same as last year in red clover, but more in timothy. No alfalfa or blue grass is grown here.

Texas Seed & Floral Co., Dallas, Tex.: Very little seed has been planted so far this fall in Texas; this is due to the fact of a larger yield of cotton than was first anticipated. This came about on account of the fact that we have had fine weather for cotton, and no frost so far and the yield is going to be much better than was expected six weeks or a month ago. However, we have had a pretty general rain within the last few days, and the demand for field seed of every kind is very good at this time. Alfalfa will be planted extensively this fall provided the season is good.

J. B. Armstrong & Son, Shenandoah, Ia.: Owing to excessive dry weather here much clover was killed out and meadows were plowed up. It is all red clover here, no alsike. On account of high-priced seed many farmers will not seed in the spring. Little timothy seed was sown this fall for same reason, although more fall grain was sowed here than ever before, all looking good and sown after Sept. 20. This country raises mostly corn and wheat and saves little or no grass seed, being mostly buyer of grasses. In our opinion farmers will not buy clover seed in the spring in liberal quantities, but many are threshing out old stacks and haymows for the seed contained in them. Much of this seed will be of low germination on account of age. Little or no seed of any kind is being carried over.

Eikenberry Bros., Camden, O.: Clover seed is probably 30% of an average crop. Mammoth is of excellent quality and made good yield. Medium is weather-stained, damaged by excessive rains. Some seed was ruined in fields while waiting for huller. Sowing of 1911 was a failure, 90% lost on account of spring drouth; many fields reseeded to wheat. Indications are for a short crop clover seed for 1912. Alsike is short and of inferior quality. Stand in fields sown in 1911 fair and prospect for seed in 1912 about an average. Practically no timothy seed was produced, as the production of timothy has been considered unprofitable. Present high prices will stimulate production and indications are that Western Ohio will produce a considerable quantity of timothy seed in 1912. No clover seed was carried over from 1910; none above needs for 1912 sowing will be carried over into next year. Farmers sold seed freely, prevailing prices being the inducement; much seed changing hands among farmers. Consumers expect prevailing high prices for grass seeds to continue for another twelvemonth.

Production of Millet Seed.

The production of millet seed this season in the various states as compared with a full crop is as follows: Maine, 92 per cent; Vermont, 95; Massachusetts, 85; Connecticut, 88; New York, 75; New Jersey, 75; Pennsylvania, 76; Maryland, 80; Virginia, 70; West Virginia, 75; North Carolina, 70; Georgia, 73; Ohio, 86; Indiana, 72; Illinois, 78; Michigan, 70; Wisconsin, 78; Minnesota, 85; Iowa, 71; Missouri, 66; North Dakota, 72; South Dakota, 65; Nebraska, 64; Kansas, 46; Kentucky, 72; Tennessee, 73; Alabama, 78; Mississippi, 85; Texas, 60; Oklahoma, 60; Arkansas, 70; Wyoming, 66; Colorado, 60; Utah, 100. The average for the United States is estimated at 64.4.

Yield of Clover Seed.

The yield per acre of clover seed in the various states according to the report of the Dept. of Agri. issued Oct. 9, is as follows: New York, 1.8 bus.; New Jersey, 2.5; Pennsylvania, 1.8; Delaware, 2.5; Maryland, 2.0; Virginia, 3.0; West Virginia, 3.5; North Carolina, 2.5; Ohio, 1.6; Indiana, 1.5; Illinois, 2.0; Michigan, 1.5; Wisconsin, 2.5; Minnesota, 1.5; Iowa, 1.6; Missouri, 1.4; North Dakota, 1.5; South Dakota, 1.6; Nebraska, 1.7; Kansas, 2.1; Kentucky, 1.7; Tennessee, 1.8; Mississippi, 2.0; Arkansas, 1.1; Idaho, 5.6; Washington, 4.8; Oregon, 4.5; California, 7.5. The average crop for the entire United States has been estimated at 1.8.

Red Clover.

Red clover is the corner stone of agriculture in the north central and eastern states. Either alone or in mixtures with grasses for hay or pasture it generally constitutes from one-eighth to one-third of the total area of cultivated land on most successful farms thruout this area. For centuries it has constituted one of the most important factors in maintaining a permanent system of agriculture in the Old World.

The distribution of red clover in the United States in 1910 is shown in the map herewith. Each dot indicates 10,000 acres in the region where the dot is located. Counties having less than 5,000 acres are not dotted. The figures show the acreage of clover and mixed clover and timothy. Iowa, New York, Michigan and Wisconsin are the leading clover states.

HANDLING CLOVER FOR SEED.

—In order to produce the best crops for seed the conditions should be such as to retard somewhat the production of the largest vegetative growth, as the conditions which will produce a medium growth of the plant will usually induce the best set of seed. The time of cutting the first crop for hay has a marked effect on the second crop, which is the one usually allowed to stand for seed.

For the sake of the succeeding seed crop the first cutting for hay should be made a little before full bloom, rather than after the first blossoms have begun to turn brown. Cutting a week later resulted in one case in a reduction of the yield of seed from 5 bus. to 2 bus. per acre. In the Ohio Valley states the ravages of the various insects may be checked by pasturing the clover or even by clipping it considerably earlier than is demanded by the hay crop.

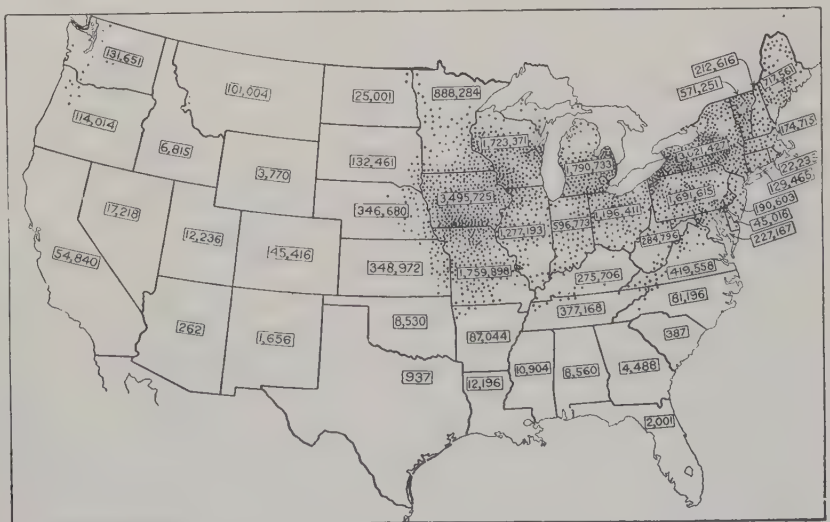
A decision must be made when the plant is a little past full bloom as to whether the second cutting should be allowed to stand for seed or be used for hay. If examination of the field shows a uniform stand of a goodly number of heads with an average setting of 25 to 30 seeds to the head, it may be taken as an indication of a sufficiently good crop to pay for the seed, as under normal conditions this indicates a yield of 1 to 2 bus. per acre. If the heads which are turning brown show less than 20 seeds to the head it will usually be better to cut the crop for hay.

CLEANING RED CLOVER SEED

—Some of the weed seeds appearing in red clover seed can be removed by the farmer by the use of a wire cloth sieve containing 20 meshes to the inch. Most of the clover seeds of medium size are held back by such a sieve and practically all of the smaller weed seeds pass thru. The true clover dodder, which is a very noxious pest in clover fields, is quite effectively removed in this way. Most of the seeds of the field dodder are also removed. Seed of buckhorn, wild carrot, wild chicory, thistles and others of similar size are mostly held back by the sieve. The small grained clover seed imported from Europe largely passes thru such a sieve. In the engraving herewith are shown seeds of red clover and its common impurities.



Seeds of Red Clover and Common Impurities. After Hillman, Bull. 455, U. S. Dept. of Agriculture.



Map of the United States, Showing the Distribution in 1910 of Clover and Mixed Clover and Timothy. After Hillman, Farmers Bull. 455, U. S. Dept. of Agriculture.

Ordinary red clover (*Trifolium pratense*) is the most important clover. It has the advantage of succeeding under ordinary conditions when seeded in connection with a grain crop, thus calling for very little extra labor.

Mammoth clover, known also as sapling clover, pea vine clover, bull clover and perennial clover, is only a form of the ordinary red clover and is not sufficiently distinct from it to receive a botanical varietal name. Mammoth is about two weeks later in maturing than the ordinary red and is useful for seeding with timothy because it and timothy bloom at the same time.

White clover (*Trifolium repens*) is adapted only for pasturage, as it does not attain a height to be mown for hay. Its yield of seed is 2 to 6 bus. per acre.

Giant white or Ladino clover is a tall growing variety of white clover which makes sufficient growth to be cut for hay.

Alsike clover (*Trifolium hybridum*) also called Swedish clover, has been adopted in sections where red clover is no longer grown successfully.

Crimson clover (*Trifolium incarnatum*) is especially adapted for green manure in the Atlantic states.—From *Farmers' Bulletin 455*, U. S. Dept. of Agriculture.

Seed Trade in New Zealand.

The seed business of New Zealand is of considerable importance, over \$600,000 worth of grass, clover and other seeds being exported from the Dominion in 1910, and about \$500,000 imported. During the next few months the New Zealand seed market should possess an exceptional interest for American seed growers and dealers, as owing to the recent drouth seeds are now very scarce and are selling for prices about 40 per cent higher than a year ago.

It is understood here that there is a scarcity in the United Kingdom, which is ordinarily the leading source of supply, consequently there seems a probability of unusually large imports from the United States. Tho New Zealand ordinarily exports a much greater quantity of seeds than it imports, yet for the near future the reverse promises to be true.

The principal countries that supplied grass and clover seed to New Zealand in 1910 were the United Kingdom, from which 8,776 hundredweight were imported; Germany, 5,457 hundredweight; Canada, 2,600; United States, 2,325, and New South Wales, 1,935. The total imports in 1910 of grass and clover seeds amounted to 21,840 hundredweight, and the total value of all kinds of seeds imported was \$487,190. During the preceding year the total imports were valued at \$604,526. The value of the imports of seeds from the United States in 1910 was \$30,956.

New Zealand takes from the United States, in about the order named, cow grass and red clover, white clover, timothy, poa pratensis (known in the United States as Kentucky blue grass), and alsike. Some lucerne (known in the United States as alfalfa) is imported from the United States and also from England and Australia.—Vice Consul General Henry D. Baker.

It is about time to hear of cracked water jackets. Be careful, for Jack Frost is a visitor of the unexpected kind.

An official Russian report says exports of wheat and rye will not be large during the coming year, but shipments of other cereals will be considerable.

MOISTURE CONTENT OF ILLINOIS Corn.

By J. W. T. Duvel, crop technologist of U. S. Dept. of Agri.

Illinois corn growers have the proud distinction of furnishing approximately 30 per cent of the entire corn of commerce of the United States. Of the Illinois crop of 1910 there was shipped out of the county in which it was grown 48 per cent, or 199,104,000 bus.

Assuming that 60 per cent of the Illinois corn which entered into commerce was marketed during the months from November to April, inclusive, when the average moisture content was 20 per cent, and that good merchantable corn should not contain at most to exceed 15 per cent of water, you have a difference of 5 in the percentage of moisture, or by weight excess water amounting to 5.88 per cent—an equivalent of more than 7,000,000 bus. Allowing 1,000 bus. per car, it would require a train of cars 50 miles long to haul the excess water, for which the railroads receive a very welcome sum for transportation charges, and perhaps they likewise disburse a considerable sum in the payment of claims for shortage, due to shrinkage and deterioration in transit.

The moisture content of corn, as marketed at various times of the year, depends very largely on the condition of the corn at time of harvesting, how the corn has been cared for on the farm, and the general atmospheric conditions at the time of marketing, as well as during the previous period of the corn's history.

Altho the 1909 crop of Illinois corn contained less moisture during the fall and winter than the 1910 crop, the results of numerous tests of samples of the 1909 crop, marketed during the months from October to August, inclusive, will not be far from the average which might be expected for any crop under existing conditions of harvesting

and storing corn. The results of the tests by months show the following progressive decrease: October, 20.3%; Nov., 19.5%; Dec., 19.5%; Jan., 19%; Feb., 18.7%; Mar., 18.9%; Apr., 17.7%; May., 16.9%; June, 14.1%; July, 13.3%, and Aug., 12.7%.

The results of moisture tests on 1,096 cars of Illinois corn, crop of 1910, shipped from 125 stations in 23 different counties, as shown on the accompanying map, to one of the more important markets during the months from November to April inclusive, gave an average moisture content of slightly more than 20 per cent; to be exact, 20.04 per cent—a condition almost unbelievable, especially when it is considered that no "leaky roof," "sample," or "no grade" cars were included. The minimum moisture content of the corn from any of these cars was 15.3 per cent and the maximum was 22.5 per cent. However, only 27 cars showed a moisture test of 18 per cent or less, and only 116 cars showed 19 per cent or less; yet many shippers probably felt that their shipments should have been given a higher grade than that received.

In handling such corn, it is practically certain that some one interested in the various transactions is handling the corn at a loss, or that all or part of those interested are accepting reduced profits, because there is considerable shrinkage in such corn, both during transit and in storage. Corn containing such a high percentage of moisture cannot be handled commercially, unless for immediate consumption, without an appreciable deterioration, which not infrequently reaches a degree of hot, sour, and badly discolored corn.

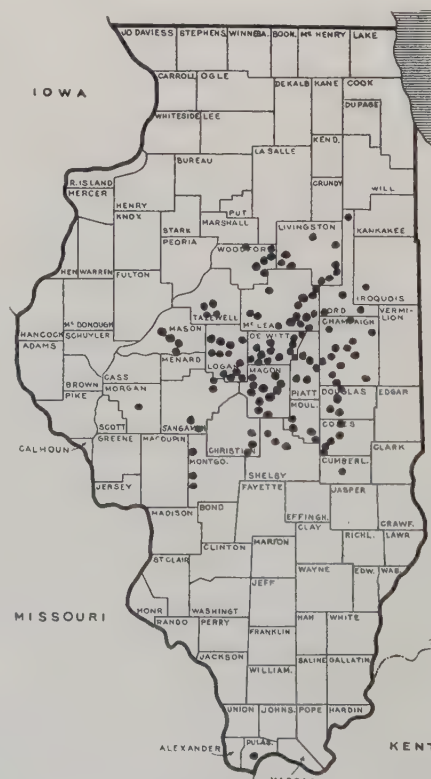
It is evident from a commercial point of view that during the past decade the tendency has been to develop high yielding strains of corn at the sacrifice of good marketable condition. Just how much of this increased yield is due to an increase in the percentage of water contained in the corn at time of harvesting is impossible to determine; however, it is certain that much of the corn now grown requires too long a growing period, so that it does not mature in sufficient time to dry out properly before cribbing or marketing. This condition has been brot about primarily because corn containing a high percentage of moisture commands, as a rule, the same price per bushel of 56 pounds as good dry corn when delivered at country shipping points.

As soon as the factor of moisture content is taken into consideration by buyers of corn at country points paying prices commensurate with its intrinsic value, better and dryer corn will find its way into market. But so long as grain buyers at country elevators are content to pay corn prices for water, the large, late-maturing, high moisture types of corn will prevail, and the demand will be for lower standards of commercial grades, notwithstanding the fact that these standards are already too low.

An official French report places the oats yield at 369,000,000 bus. against 349,000,000 last year.

The Servian Minister of Commerce has forbidden the exportation of maize in view of the poor crops and large home requirements.

In its pamphlet report for the year ended Aug. 31, the American Malting Co. reports \$1,081,000 trading profits, nearly twice last year's, \$549,000.



Map Showing Origin of 1,096 Cars Corn Tested for Moisture.

Flaxseed Canker.

Any cankered flax plant which produces mature seeds will produce seed which the next season will produce cankered plants. A small canker is formed on the young plant just at or above the seed leaves immediately following the time when the young seed leaves yellow and drop off. This portion of the stem never enlarges. It enlarges above and below this point and the plant continues to live and grow until its top causes it to break over. Wherever one of these plants falls the ground for a number of feet about it the next year will produce almost entirely cankered plants, but, this time, the plants will not break over. They will be yellow and very sickly, appearing weak and all of them will mature more or less seed, but that seed will produce, next year, real canker plants; that is, plants which break over.

A peculiarity of flax canker is that the chief source of transmission is internal infection of the young plant in the seed. Such plants, when they first come up, either have yellow seed leaves or ones with canker on them or brown spots, and such leaves fall off early, leaving a slight scar which finally develops into a real

scab or canker, which looks like a place eaten by ants or crickets. All cankered seed is more or less shrivelled and light weight. Farmers should select seed with this point in view. Plump and bright colored seed should be selected, for the reason that such are not apt to have been grown upon sick plants. Grade this seed thoroly so as to eliminate the lightest portion of it. Treat the seed with formaldehyde so as to kill any spores of the disease which may be on the outside of the healthy seeds, dusted there by the spores falling from the stems of the diseased plants at threshing time.—Professor H. L. Bolley.

An offer was made on the New York market recently of a lot of 10,000 bus. of German rye to be landed at Boston. The price asked was 92c. f. o. b. or \$1.02 freight and duty paid Boston, the duty amounting to 10c. per bu.

The Rich Alfalfa Tea Co. of Hot Springs, S. D., has been incorporated to manufacture and deal in alfalfa tea, syrup, breakfast food and other alfalfa products; capital stock, \$40,000. For years Mr. Rich has been endeavoring to get people to use alfalfa as a food.

OBSERVATIONS.

BY TRAVELER.

Burlap is being furnished to all grain dealers located on the Union Pacific Ry. in sufficient quantities for the best possible cooerage of a car. One dealer recently used fifty yards in one car.

* * * * *

Is it possible that grain men sometimes consider the grain business a dirty undertaking, or what is it that prompts the grain man to let his office resemble a barn? A man who fails even to sweep out his office once a week, replace broken window panes or boards in the floor cannot hope to conduct an up to date grain business. You will notice the orderly, comfortable and clean office usually is the farmers' resort.

* * * * *

A man who is satisfied with his knowledge of the grain business sometimes learns there was a flaw in his education. You cannot learn from the family journals or the home newspaper what is going on outside in the grain trade. You have to read a paper which deals with the grain trade and its problems. Every man connected with the grain trade should read a trade journal, learn what his brother dealers are doing and thinking.

* * * * *

I recently called on a grain dealer expecting to find the door locked, as it had been my luck, where the grain shipper did not handle either coal, lumber or feed in connection with his elevator. The dealer was sitting at his desk. During my visit a farmer called, and wished to know the price of wheat; the grain man was there to inform him. His competitor, who had gone visiting, lost that account. The farmer now knows where he can *always* get the "market" and sell his grain. It pays to get the farmers in the habit of coming to your office.

* * * * *

When you sell grain at a price higher than the price at which you bought you're a robber. If it's the other way it serves you right.

If you hold a farmer to his contract, you're a highwayman; if you don't you're easy.

If you're right in predicting the market you're a bluffer; if you were not you're dishonest.

If you are generous toward the town functions, you're plugging your own game; if you do not, you're tight.

If you're friendly you're a "wise one"; if you're not, you're a stiff.

If you're poor, you are a bum; if you're rich, you're a grafter. If you're old, you're a dead one; if you're young you're a kid.

During the 8 months prior to Sept. 1 we exported 93,591,520 lbs. of glucose; compared with 87,518,007 lbs. in the corresponding months of 1910, as reported by O. P. Austin, chief of the Buro of Statistics.

Linseed oil amounting to 113,013 gallons was exported in the 7 months prior to Aug. 1 against 98,127 gals. exported in the corresponding period of 1910, as reported by O. P. Austin, chief of the Buro of Statistics.

The final report of the Italian wheat crop makes this year's total 192,000,000 bus. compared with 153,360,000 last year. The preliminary official report on the corn crop places the total at 92,650,000 bus. against 96,900,000 bus. final last year.

A Little Behind with the Rent.



In Buying Grain from Tenants It Behooves Established Dealers to Investigate their Right to Sell before Paying any Money.

Grain Trade News

ARIZONA.

Phoenix, Ariz.—The Arizona Alfalfa Mlg. Co., whose plant burned early in the morning of Sept. 15, carried no insurance because it considered the rate prohibitive. One company had agreed to insure the property at a reasonable rate on condition that a fire wall would be built between the hay storage and the mill proper. This wall was under construction at the time of the fire, which is supposed to have been caused by defective wiring. Power was furnished the plant from government lines. The company was organized only last year and its \$50,000 loss leaves it uncertain about rebuilding, but, if it does, construction will be of concrete. It is confronted by the problems of disposing of 2,000 acres of kafir corn and milo maize, for which it had contracted, and of feeding the 2,000 cattle it had contracted to care for during the coming season. The burned plant contained equipment thruout made by Aug. Wolf & Co. The ball-bearing alfalfa mill was the largest ever built by that firm. It ground almost 7 tons per hour.

ARKANSAS.

Ozark, Ark.—The Farmers Union is building a storehouse about six miles east of here.

Little Rock, Ark.—A. D. Parke, O. D. Page and E. T. Wayland have been appointed feed inspectors for Arkansas.

Little Rock, Ark.—F. J. Weinmann, pres. of the F. J. W. Mlg. Co., has been admitted to membership in the Board of Trade and is now on the grain committee.

CALIFORNIA.

Orland, Cal.—The Orland Alfalfa Meal Mill has had improved machinery installed which has almost doubled its capacity. It is now grinding about 30 tons daily.

Fresno, Cal.—The recently incorporated Valley Hay & Grain Co. is composed of C. S. Pierce, H. E. Norton, F. F. Minard, B. M. Hogue, Jr., and O. W. Bowman; capital stock, \$50,000.

San Francisco, Cal.—Abram Pease Williams, founder of the San Francisco Board of Trade and its first president, died here Oct. 18, aged 80. He was born in Maine, came to California in 1858 and was United States senator from California from 1866 to 1887.

San Francisco, Cal.—The supreme court of California denied, Oct. 5, a writ of habeas corpus sought by H. A. Moss, a broker arrested for alleged violation of the ordinance prohibiting operation of bucket shops. Moss alleged the ordinance was unconstitutional.

CANADA.

Carlstadt, Alta.—The New Dominion Farm Co. is building an eltr. at this station.

Laura, Sask.—The eltr. of the Goose Lake Lbr. & Grain Co. collapsed recently; loss, \$7,000.

Pilot Mound, Man.—The Western Canada Flour Mills Co. has bot the eltr. of Chalmers & Watson.

Winnipeg, Man.—Terminal eltrs. will store tough wheat at owner's risk only, on account of so much grain out of condition.

Winnipeg, Man.—The Winnipeg Board of Trade has passed a resolution endorsing legislation proposed by the Canadian Credit Men's Ass'n, regarding prosecution of fraudulent debtors.

Unity, Sask.—The Farmers Co-op. Eltr. Co. has started construction on its eltr. which makes the fourth in this two-year-old town.

Roseland, Man.—J. W. Canfield, former agt. for the St. Anthony & Dak. Eltr. Co., at Hamilton, N. D., is now located at this point with the McCabe Eltr. Co.—E. J. Wilson, agt. McCabe Bros., Hamilton, N. D.

Bredenbury, Man.—New railroad sidings here and at Souris have necessitated moving several eltrs. Two 25,000-bu. eltrs. were moved at this station about 800 ft. and two 30,000-bu. eltrs. at Souris, one about 200 ft. and the other some 800 ft.

Winnipeg, Man.—S. A. McGaw of the Western Canada Flour Mills Co., Ltd., has been nominated by the Winnipeg Board of Trade as a member of the Grain Survey Board of the western Canada grain inspection division to succeed J. A. Black recently resigned.

Incorporation papers have been cancelled for the following Manitoba companies: Cypress River Farmers Eltr. Co., Glenboro Farmers Eltr. Co., Manitoba Eltr. Co., Ltd.; Manitoba Grain Co., Ltd.; Rosebank Farmers Eltr. Co., Rapid City Farmers Eltr. Co., Royal Steam Threshing & Feed Crushing Co., Southern Manitoba Farmers Eltr. & Mlg. Co., Western Grain & Produce Co.

Winnipeg, Man.—The Board of Trade has endorsed the following resolution of the Calgary Grain Exchange, regarding a reciprocal demurrage bill: That the railways shall be required to transmit car lots at a speed of 100 miles in each 24 hours, and that failing to do so they shall pay the consignee \$1 for each day's delay. That the railway shall be required to deliver to the consignee car lot freight not later than 48 hours after same has been received by them in their terminal yards, and failing to do so shall pay \$1 for each 24 hours' delay. That the shippers and consignees shall be subject to \$1 demurrage for each 24-hour delay greater than the free time allowed them under the present car service rules for loading or unloading a car of freight.

Montreal, Que.—Following the recent protest of members of the Montreal Corn Exchange against the increased storage rates, almost doubled, proposed by the harbor commissioners "to relieve congested conditions that had existed almost without interruption since the present season of navigation opened," as explained by G. W. Stephens, chairman of the Board of Harbor Commissioners, David Seath, sec'y of the commissioners, notified Sec'y George Hadrill of the Montreal Corn Exchange that the amended by-law raising the rates would "not be put into force pending receipt of written statement promised." Members of the Corn Exchange had pointed out that the proposed new schedule would make the Montreal storage charges higher than those at competing Atlantic points and involve serious loss to dealers who had made contracts for grain based on present storage rates. Grain was not brot here for storage to escape higher charges in the west and the government had made many promises to make Montreal a free port.

IDAHO.

American Falls, Ida.—I have severed my connection with the Keith & Greene Grain Co. and have gone into the wholesale grain, hay and produce business. I buy in southern Idaho and in Utah, operate under the name of the Chester Greene Co. and am making my headquarters at this point for the present—Chester Greene.

ILLINOIS.

Kankakee, Ill.—The transfer eltr. of Bartlett, Frazier & Co. has been painted.

Plainfield, Ill.—Our eltrs. at this station are being covered with iron.—Kersten & Smiley.

Bushnell, Ill.—George L. Long will build an eltr. on the site of the one burned Sept. 3.

Bloomington, Ill.—The Central M. & Eltr. Co. has increased its capital stock from \$17,000 to \$25,000.

Dalton City, Ill.—C. E. Davis bot the eltr. here and will take immediate possession.—C. A. Burks & Co.

Bradley, Ill.—Risser & Rollins, the grain dealers, have sold the coal branch of their business at this station.

Stillman Valley, Ill.—The addition to the eltr. of the Neola Eltr. Co. is 24x26 ft. and 40 ft. above the basement.

Dunlap, Ill.—We resumed buying grain Oct. 4. We also deal in coal and live stock.—Jackson & Shehan.

Frankfort, Ill.—C. J. Meyer is having a 20,000-bu. eltr. built on the site of the one burned, near E. J. & E. tracks.

Edelstein, Ill.—The Edelstein Hardware Co. is having an eltr. built on concrete foundation near Santa Fe tracks.

Divernon, Ill.—The Junction Eltr. Co. has started construction on a 10,000-bu. eltr., of which W. E. Harney will be mgr.

Cedarville, Ill.—Graham Bros. have let the contract for the erection of an eltr. The old one is being taken down.

Bloomington, Ill.—We are opening a branch office here under the management of F. C. Gyles.—C. A. Burks & Co.

Catonfarm sta., Minooka p. o., Ill.—Rains have delayed the cement work on the foundation and cellar of the house of the Plainfield Grain Co.

The embargo on grain and grain products, placed in effect by the Ill. Cent. R. R. Co. at the beginning of the strike some weeks ago, was raised Oct. 11.

Arcola, Ill.—At a meeting of stockholders of the Arcola Grain, Coal & Telephone Co., Oct. 14, the firm's name was changed to the Arcola Grain Co.

Watseka, Ill.—We are remodeling our eltr. and will install an automatic scale and enlarge our corn cribs.—H. Bell, mgr. Watseka Farmers Grain Co.

West Brooklyn, Ill.—The foundation has been laid for the new track scales for the W. B. Farmers Eltr. Co. The work was much delayed by continued rains.

Minonk, Ill.—This company is having its eltr. and buildings painted the standard color of the Ill. Cent. R. R. Co., box car red.—Thos. Shapland, mgr. Spires Eltr. Co.

Ocoya, Ill.—Philip Grotevant, who managed the Healey Grain Co. at Healey sta., Risk p. o., Ill., for some time, has been employed to manage the Farmers Eltr. Co. here.

Ransom, Ill.—J. P. Schultz, in the grain business here many years and lately agt. for W. H. Perrine & Co., died Oct. 14 of cancer, aged 60, survived by his widow and a son.

Goodrich sta., Bonfield p. o., Ill.—Bartlett, Frazier & Co. have had their eltr. painted at this station and will paint those at Union Hill, Reddick and Wilson sta., Reddick p. o., Ill.

Van Orin, Ill.—The Van Orin Farmers Eltr. & Supply Co. incorporated to deal in grain, lumber and coal; capital stock, \$6,000; incorporators, Joseph Braden, Mark Brown, Fred Mollen.

Springfield, Ill.—It is charged that the Illinois state fair is poorly managed and that one superintendent allowed a judge of corn to give first place to a sample that contained a dead ear.

Chase sta., Cortland p. o., Ill.—We have purchased the eltr. and business at this point of Schule & Co. and will add a complete stock of building material.—A. H. H. of Holcomb-Dutton Lbr. Co., Sycamore, Ill.

Lawndale, Ill.—The Lincoln Grain Co. is building an eltr.

McLeansboro, Ill.—The Model Mills of McLeansboro incorporated to do a general grain and milling business; capital stock, \$25,000; incorporators, G. M. Schoemann, J. E. Daily, H. Anderson and J. W. Wright.

Fairbury, Ill.—Farmers are organizing a company to have a capital stock of \$20,000, of which they have sold half. They will either buy or build an eltr. here and intend to handle building material in addition to grain.

Hartsburg, Ill.—At the annual meeting of the Hartsburg Grain, Coal & Lbr. Co., Oct. 14, John McMath was elected pres. and Larkin G. Hall was re-elected mgr. and Frank Behrends second man with increased salaries.

Decatur, Ill.—I am again resuming the firm name of Tankersley & Co., all of which business is under my personal management. We have opened a branch office in Decatur in charge of C. C. Conner.—M. L. R. T., mgr. Tankersley & Co.

Reading, Ill.—John Bowlin has let the contract for a 25,000-bu. eltr. to replace the one burned Sept. 25. It is to be modeled after that of Harrison Bros. in Dwight, Ill., which Mr. Bowlin recently inspected, and should be finished by Dec. 1. A gasoline engine will furnish power.

Seneca, Ill.—The M. J. Hogan Grain Co. has been made defendant in a suit for \$10,000 damages, instituted by Martin Aygar who alleges that while employed as an assistant at the eltr. last year, his clothes caught in cog wheels of the sheller when he was shelling corn and he was badly hurt.

Scarboro, Ill.—The Scarboro Eltr. Co. entered suit in federal court, Oct. 5, against the C. M. & St. P. R. Co. for \$5,000 damages on a heavy shipment of corn and oats to Chicago, which, plaintiff alleges, had to be disposed of at a price far below its original value owing to unreasonable delay in transportation.

Mazon, Ill.—As farmers have purchased a house here I will not immediately rebuild my eltr. that was struck by lightning Aug. 12 and burned to the ground with much oats in store, not insured as the farmer fights insurance but now they all want it. Have settled on oats at 50c on the dollar at 38c per bu. and 38c on wheat, all satisfactory.—M. Z. Button.

Leroy, Ill.—The suit of John Y. Chisholm, trustee of the Clark Grain Co., against the First National Bank of Leroy, was called to trial Oct. 9. The plaintiff alleges that the bank received deposits of \$10,000 from the Clark Co. after it was understood the grain firm was insolvent. The defendant alleges that it did not know of the insolvent condition of the grain firm. The jury found for the plaintiff, who was awarded the full amount of claim, nearly \$9,000. The bank will appeal.

Bloomington, Ill.—Farmers are organizing a company to be known as the Bloomington Grain, Lbr. & Coal Co., which will be incorporated under George Seibert, George and Fred Wilmert, A. G. Deverman, James S. Goodpasture, John Martinie and J. E. Miller. They have leased land from J. J. Wilmert, on which to build an eltr. at Wilmert siding on the Ill. Traction System about six miles north of Lincoln, which they intend to have ready for business yet this fall. They will operate it by electric motors.

Emington, Ill.—The new eltr. of Robinson, Drew & Co., replacing that burned some months ago, has been put into operation. It is of cribbed construction, entirely covered with steel. It stands 26x36 ft., is 45 ft. to eaves and 65 to peak of cupola, on solid concrete foundation, with ratproof concrete basement under entire building. The eltr. has six hopper-bottomed bins, two dumps and one leg with 6x12-in. cups; elevating capacity, 3,500 bus. per hr. The cupola contains most of the machinery including a 1,500-bu. per hr. Sonander Automatic Scale and is reached by a manlift made by the Weller Mfg. Co. Power is furnished by a 10-h.p. gasoline engine in a brick building detached.

Lane, Ill.—O. N. East of Cerro Gordo and J. G. Boyce of Decatur have bot the eltr. here of Emerson Hartsock for \$5,000. It has been leased to W. T. Lane and Ed Hendrix who will give possession Nov. 1.

Healey sta., Risk p. o., Ill.—Theo. Crumbaker is now mgr. for the Healey Grain Co. The mortgage on its property was satisfied by increasing the capital stock \$2,000 and giving a note for \$2,000.—Philip G. Grotevant, mgr. Farmers Eltr. Co., Ocoya, Ill.

Cairo, Ill.—The Board of Trade re-organized the weighing bureau as a department, Oct. 1, and appointed W. S. Powell chief inspector and weighmaster. After investigating weighing bureaus of larger markets he has installed a system here, which pays special attention to the physical condition of cars. Deputy weighmasters are instructed to go over each car thoroughly, report its condition and, in case of leaks, to notify the railroad company. Samplers of the inspection bureau are instructed to report all leaks found at the railroad yards and seal all cars of grain found without seals. All scales were tested in September and the system was given a week's trial before Oct. 1 so defects could be corrected and the start made in good order.

Mattoon, Ill.—The 40,000-bu. eltr. just completed for the J. S. Ashbrook Co., 32x142 ft. and 70 ft. high, is of wooden construction, iron clad and contains 19 bins and 4 wagon dumps. One end of the eltr. will be used for mixing the feeds made by the firm, for which special machinery has been installed. Cars can be unloaded easily to this department and later machinery for unloading them by suction may be put in. No fire will be permitted inside the eltr. or near it; electric motors have been installed. This eltr. replaces the one burned last spring on the same site, owned by the Mattoon Grain Co., of which John B. Stone was the largest stockholder. Subsequently that firm was merged with the old J. S. Ashbrook Seed Co. and the new company operates under the name of the J. S. Ashbrook Co.

Tucker sta., Bourbonnais p. o., Ill.—The jury rendered a verdict for the plaintiff, Oct. 5, in the suit brot by Mrs. Matilda Brosseau, widow of Jerry Brosseau and executrix of his estate, against the Tucker Grain & Coal Co. to recover the value of 1,064 bus. of corn stored in its eltr. by her husband before it burned two years ago. The jury acted on the belief that, as the company sold the grain and shipped it from its eltr. almost immediately after its delivery, a sale was made altho the consideration was to be determined later. The company alleged it was not necessary to keep that identical grain delivered actually on hand but grain of the same kind, which it did; hence, the grain was not bot by the company but merely stored. By the verdict the Brosseau heirs were awarded \$553.35, the full amount of their claim. Four other suits are now pending in circuit court against the Tucker Grain & Coal Co. and a number of people were waiting the outcome of the Brosseau suit to enter claims for their own grain.

CHICAGO NOTES.

Harry C. Avery, heretofore an independent broker, is now connected with W. H. Colvin & Co.

A call for a special assessment of \$25 has been made by the directors of the Board of Trade to be made payable Oct. 25. This is the last year of the purchasing of memberships, 300 memberships having been bought in the last 5 years.

The first new corn to be received arrived in Chicago Oct. 13. The first car was cool, sweet and sound, selling at 55c, but several that followed were poor and soft. The first car to arrive last year was received Oct. 22.

Two cars of new shelled corn from Eastern Iowa, cool and sweet, of good color and good kernel but containing considerable moisture was handled by Gerstenberg & Co. yesterday. Altho it was graded sample it sold at 64 cts. New corn from Iowa before December is very unusual.

Jacob Goodman, a member of the Board of Trade, died Oct. 11 at the age of 62 yrs.

The suit of the Board of Trade on the bill recently passed by the state legislature requiring that the fees collected by the state be turned into the state treasury, has been placed on the court calendar to be taken up during the present term of court.

Henry D. Metcalfe, a grain dealer of Winnipeg, has been suspended from membership in the Board of Trade. Mr. Metcalfe has been trading thru Jackson Bros., and has been dropped temporarily, it is alleged, for failure to make his account good.

The Board of Trade has filed an answer to the bill of William Lanyon, of St. Louis, who refused to pay his alleged obligations, following the recent "corner" in May wheat. Lanyon claims that his losses were due to the manipulation of prices contrary to the rules of the exchange.

W. O. Mumford, head of W. O. Mumford & Co., was nearly choked to death recently, when he swallowed a bridge of gold teeth. Traders who hurried to his side had much trouble in understanding what caused the trouble, and Mr. Mumford was unable to tell. A physician succeeded in removing the bridge from his throat.

CHICAGO CALLERS: H. W. Bell, Watseka, Ill.; L. W. Forbell, of L. W. Forbell & Co., New York City; W. P. Lewis, Georgetown, Ill.; C. E. Nichols, Lowell, Ind.; J. H. Pank, Minneapolis, Minn.; Chas. Rockwell, Mt. Vernon, N. Y.; G. D. Stauffer, Nappanee, Ind.; B. F. Traxler, M. J. Young, of the Philip Smith Mfg. Co., Sidney, O.

Those who have applied recently for membership in the Board of Trade are C. A. Richey, Ora M. Poland, Harry Lee Kaga and Arthur B. Earle. Those recently admitted are Baron Ernst M. Markwald and Lewis E. Howard. The memberships of Frank W. Commons, Edgar T. Jones and John B. Van Schaick have been posted for transfer. Memberships are selling at \$2,300 net to the buyer.

We believe the prices of hay are down around bottom and with lighter receipts the accumulation here should clean up rapidly, and market do better again. The medium grades of hay have been selling to better advantage than the top grades, that is No. 1 to choice, as the trade seem to be all looking for \$18 hay, and have been taking the very common goods at this price. The choice grades have been the hardest to sell. Trade all want something cheaper in price.—W. R. Mumford & Co.

The directors of the Board of Trade recently adopted the following resolution to correct the matter of delay in furnishing expense bills: "It is incumbent on the seller to furnish such expense bills to the buyer within 72 hours (exclusive of Sundays and holidays) after date on which Board of Trade weight certificates are issued. Failure to so furnish such expense bills shall make the seller liable to the buyer for any loss, expense or damage that may be caused by such failure; provided, however, that nothing unusual or irregular is connected with individual cases that absolutely prevents the seller from complying with this requirement."

INDIANA.

Rushville, Ind.—I will improve my house here in the spring.—George C. Alexander.

Sandborn, Ind.—We have installed a controllable wagon dump.—J. M. Walker & Son.

Hartford City, Ind.—R. M. V. Groves has succeeded C. E. Morse as mgr. for the Hartford City Grain & Mfg. Co.

Fort Wayne, Ind.—The recently incorporated Egley-Doan Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for the erection of a 50,000-bu. eltr. to be operated by electric motors and be equipped with a full line of machinery, including a 2,000-bu. scale, a No. 8 Monitor Clipper, a No. 9 Monitor Cleaner, a No. 4 Monitor Seed Cleaner and a Monitor Cracked Corn Grader.

Raub, Ind.—Forest Evans of Kirkpatrick has taken possession of the eltr. here, which he purchased from the Raub Grain Co.

McCool, Ind.—My 22,000-bu. eltr. at this station will be sold at auction Nov. 1, with half-acre site.—J. L. Horlacher, Frankfort, Ind.

Monticello, Ind.—The recently incorporated Farmers Eltr. Co. has had plans prepared for the erection of an eltr. on the site it owns.

Hillsboro, Ind.—A wind storm in the afternoon of Oct. 14 unroofed part of the eltr. of Morrison, Finch & Co. and blew over the smoke stack.

Remington, Ind.—We will install in our eltr. a new Western Sheller and a Corn-wall Cleaner.—M. C. Coover, mgr. Rem. Farmers Eltr. Co.

Frankfort, Ind.—The Hirsch Bros. Grain Co., of Oakland, Ill., and formerly of Celina, O., have bot the eltr. of Ed. Lee. Jno. A. Rice negotiated the sale.

Indianapolis, Ind.—J. C. Jordan has sold his interest in the firm of Jordan & Montgomery for \$13,000. The eltr., which is valued at \$25,500, is now owned by Lewis H. Jordan, F. M. Montgomery and Frank Tompkins.

Edgerton, Ind.—Work is progressing on the 40,000-bu. eltr. of the Union Grain & Coal Co., under construction by McAllister & O'Connor. It will be equipped with machinery of the Philip Smith Mfg. Co. and Monitor Cleaners.

Frankfort, Ind.—C. W. Sims intends to build an up-to-date steel eltr. to be used in connection with the mill. The eltr. of the J. W. Sims Grain Co. just across the tracks from the mill, was sold recently to the Clinton County Grain Co. for \$15,000, possession to be given today.

South Bend, Ind.—Because the plaintiff was not injured, Edward Massey, a grain dealer, was found not guilty of violation of the short-weight statute, in the suit recently brot against him in city court by the Henry C. Eckler Mfg. Co., which alleged that its purchase of 1,000 lbs. of bran was short 200 lbs. As the plaintiff had paid for but 800 lbs. the defendant had delivered only that amount.

Evansville, Ind.—John C. Keller, sec'y of the Evansville Business Ass'n, has sent out notice to grain dealers to watch for the swindler who pretends to want to sell oats and barley. He has been at work in the West and lately obtained about \$25,000 from firms in Denver and Portland. At Denver he operated under the name of Roy V. Smith, Jr., a full account of which was given in these columns Oct. 10.

New Harmony, Ind.—We are just completing a new eltr. equipped with up-to-date conveniences. The B. S. Constant Co. supplied the machinery with the exception of the Richardson Automatic Scale and the Muncie Crude Oil Engine. We have two dumps and can shell and load 1,000 bus. of corn per hr. Our storage capacity is 10,000 bus. of wheat and 15,000 of corn. Prospects for business are good this season.—J. A. Cartwright & Co., per A. E. Fretagot.

Rockport, Ind.—The firm of Hougland & Hardy is now in control of the third generation, having remained in one or the other of the two families or branches since its beginning 63 years ago. L. C. Mason founded it. He was succeeded by C. J. Mason. T. R. Hardy, Sr., grandfather of the present Mr. Hardy, became its owner and was succeeded by T. R. Hardy, Jr., now retired on account of illness. For a time T. R. Hardy, Jr., was associated with L. A. Gentry and afterwards with C. M. Hougland under the firm name of Hougland & Hardy. R. W. Richards was also in the firm for a while and after he retired it became T. R. Hardy & Son. Now it is again Hougland & Hardy composed of J. M. Hougland and C. M. Hardy, sons of the partners of a few years ago. We are now erecting an up-to-date eltr. on the Southern R. R. at this point, near the Ohio River.—Hougland & Hardy.

Linwood, Ind.—Jenkins & Cohee will build an addition to the eltr. they recently purchased from Thomas Groendyke.

Simpson sta., Markle p. o., Ind.—With a high wire fence separating the C. B. & C. switch from the site he had recently purchased for an eltr., Henry C. Silver found his proposed house would be of little use and ordered off construction work that was to have been started during the week beginning Oct. 16. The eltr. of Weber & Purviance is on land adjoining Mr. Silver's and he blames their employes for the fence separating his site from the railroad. He had men engaged in putting in scales when the fence appeared early one morning and further operations await settlement of that.

IOWA.

Blanchard, Ia.—The Blanchard M. & Eltr. Co. has bot a 50-h.p. oil engine.

Savannah, Lunsford p. o., Ia.—The Neola Eltr. Co. will build a house here.

Wayland, Ia.—Schowalter & Co. have made many improvements in their eltr.

Seney, Ia.—The Plymouth Mfg. Co. will install a Hail Signaling Grain Distributor in its eltr.

Payne, Ia.—We are installing a Richardson Automatic Scale in our eltr. here.—J. R. Bentley.

Cleves, Ia.—M. Janssen has been delayed in loading grain while his eltr. has been out of commission.

Marker sta., Atlantic p. o., Ia.—The 5,000-bu. eltr. is almost completed for the Atlantic M. & Eltr. Co.

Marble Rock, Ia.—Ike Chamberlain has ordered machinery for a feed mill to be operated by a gas engine.

Greene, Ia.—Jay Flynn and Messrs. Anson have decided to build an eltr. on the site of the one recently burned.

Coin, Ia.—E. T. Stratton has bot the property of the Coin Grain Co., including its two eltrs., its stock and its coal business.

Cedar Rapids, Ia.—The Jackson Grain Co. has amended its articles of incorporation to permit it to do a general farming business.

Cumberland, Ia.—Turner Bros. have purchased the grain and coal business of F. Ross Johnson and have taken over the lease on the eltr.

Parkersburg, Ia.—I have bot the eltr. here and coal business of H. Schultz and will take possession Jan. 1.—C. J. Imholt, New Hampton, Ia.

Linn Grove, Ia.—A. N. Mitchem of Denver, Colo., has bot the eltrs. of C. W. Thompson of Parker, S. D., located here and at Peterson, Ia.

Ogden, Ia.—Henry Klipple of Gowrie has purchased the eltr. and the implement business of Nylander Bros. & Williams and has moved his family here.

Morton's Mills, Villisca p. o., Ia.—Turner Bros. of Red Oak have let the contract to the Younglove Construction Co. for the erection of an eltr. at this point.

Fernald, Ia.—The B. A. Lockwood Grain Co. has built a shed for lumber and will handle that in connection with grain.—Guy D. French, agt. Diamond Grain Co.

West Bend, Ia.—Carl Krueger, formerly mgr. of the eltr. of Gilchrist & Co. at Hawkeye, has purchased that company's eltr. here and has taken possession.

Butler, Ia.—J. E. Kennel of Fremont, Ia., has let the contract to the Younglove Construction Co. for the erection of an eltr. to replace the one burned here in July.

Center Point, Ia.—The Farmers Co-op. Grain & Live Stock Co. incorporated by Lewis J. Johnson, John P. Mack, George A. Mullenhauser and others; capital stock, \$10,000.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. will build a fireproof feed mill in connection with its eltr., to be completed by Nov. 1 and have a daily capacity of 5,000 bags of corn chops. Moulton & Evans have the contract.

Cumming, Ia.—The S. E. Squires Grain Co. will build an eltr.

Osceola, Ia.—We have put in a new boiler, built coal sheds adjoining our eltr. and have installed a cob burner of our own make, which is working satisfactorily.—Curnes, Eddy & Co.

Payne, Ia.—Experiments in the raising of flax in Iowa and adjoining states have begun. At Payne a quarter section of sod ground has been given over to the tests, and in many other locations small patches.

The governor of Iowa has issued a proclamation designating Nov. 1 to be observed throught the state as "fire prevention day," and asks owners of property to put heating appliances in proper condition and give personal attention to removal of rubbish.

Hamburg, Ia.—We have replaced our steam plant with a 20-h.p. motor and have installed a fire protection system in our eltr., consisting of a 6-in. water main and two 2-stand water plugs; have also established a Sunday and a night watch.—W. Reed of Noble & Reed.

Titonka, Ia.—The empty eltr. of the Titonka Eltr. Co. burned in the night of Oct. 13. The flames spread to the eltr. of the Iowa Grain Co. and destroyed that with a few tons of coal. Spectators removed a carload of feed. Other buildings were ignited. Loss on the two eltrs. is estimated at about \$9,000. Each is reported to have been insured for about \$3,000.

Arnold, Ia.—The Arnold Grain Co. has not rebuilt its eltr. burned in July. It had no insurance. The property had been insured, but when it changed hands the policy was not transferred. A new firm, Johnson & Curtis, will start in the spring. They will build and will need new machinery, but not all. They are now buying on track in car lots thru Chris Johnson.—J. M. Curtis, former mgr. Arnold Grain Co.

Rock Rapids, Ia.—The Farmers Eltr. Co. has been re-organized because the banks had refused any longer to carry the loan made to the company unless the directors would sign a note personally. The re-organization plan takes up the common stock now outstanding at 10 cents on the dollar and an issue will be made of preferred stock at 7 per cent guaranteed by first lien on the company's assets and profits.

Randall, Ia.—The Neel Grain Co. has bot the eltr., coal and tile business of G. P. Christianson for \$10,000 and will add to the holdings. This is a new corporation; capital stock, \$20,000. Max M. Patton of Des Moines is pres.; George S. Neel of Webster City, Ia., director; and John H. Neel of Kamrar, Ia., sec'y-treas. and general mgr. G. and P. Christianson established the business about 25 years ago.

Iowa City, Ia.—George W. Stewart, Supt. of weights and measures of the state dairy and food department, is now ready to enforce the new law passed at the last session of the legislature, providing that "If any person engaged in the purchase or sale of merchandise or other commodities by weight or measurement * * * be found having in his place of business any scales, weights, measures or other apparatus which does not conform to the standards of weight and measurement of this state, he shall be guilty of a misdemeanor and for the first offense shall be fined not less than \$10 nor more than \$100, and for each subsequent offense, not exceeding \$500, or imprisonment in the county jail not exceeding ninety days."

KANSAS.

Potwin, Kan.—The Potwin Pure Alfalfa Meal Co. is building a 7,000-bu. grain eltr.

Clay Center, Kan.—Downing & Sons have purchased and are operating the Midland Eltr.

Eldorado, Kan.—The Schwartz Grain Co. has put into operation its recently completed feed mill.

Lawrence, Kan.—The Lawrence Grain & Produce Co. has bot the business and plant of W. H. Pendleton, who is vice pres. of the new firm. Park Hetzel is its pres.; Charles Elwell, sec'y-treas.

Robinson, Kan.—The eltr. of Chas. A. Geiger is being remodeled and new machinery installed.

Cherokee, Kan.—The new eltr. is about completed for the Kelso Grain Co. If the machinery arrives on time it should be in operation early in November.

Hoyt, Kan.—The Crosby Mfg. Co. of Topeka, Kan., is shipping in flour and feed to farmers around Hoyt, by the car or any and every way they will buy. The regular dealer in grain, flour and feed is John McClune.

Gaylord, Kan.—I am not now in the grain business as the Baker-Crowell Grain Co. closed its eltr. at this point. I expect to be out now until next July when I hope to be back with the same firm. I am now at home.—F. A. Schaff, Warwick, Kan.

Bigelow, Kan.—I have succeeded Wilkin & Miller. Their answer was one of many to my advertisement in the July 25th issue of the Grain Dealers Journal, one insertion, to trade 120 acres of land for an eltr. Now they have the farm and I the eltr.—C. H. Wagner.

Towanda, Kan.—We are planning to build eltrs. here and at Stecker, Okla.; but crops were too light to do any building this season. We only have loading stations here and at Rosalia and Pontiac, Kan., and ship the stock into the El Dorado warehouses.—L. H. Powell & Co., Wichita, Kan.

Hutchinson, Kan.—Charles C. Smith, who recently moved to Hutchinson from Pratt, Kan., to engage in the grain business, has leased the eltr. of the Bailey Grain Co. and will be mgr. for the Golden Grain Co., a newly incorporated firm recently admitted to membership in the Hutchinson Board of Trade.

Topeka, Kan.—Robert Stone, attorney for the Kansas Grain Dealers Ass'n, reports that testimony given at the recent hearings of the state grain inspection case in Chicago and Omaha, by the commissioner of the Kansas supreme court, showed that under state inspection the cost is about 80c per car unit while under inspection by private enterprise the cost is 50c or less per car unit. "We also found," he says, "that higher grade inspections were made by private enterprise than where the state did the inspecting with attendant political difficulties in getting the best men."

Cherokee, Kan.—The report of G. R. Malcolm, auditor of the books of the Cherokee M. & Eltr. Co., shows the plant is not profitable and an order has been issued to notify the creditors. The order of sale will be taken up on the first day of the United States district court, which convenes in Fort Scott in November. The Cherokee M. & Eltr. Co. has been in bankruptcy court some months. Some creditors want the plant sold, others want it operated. Attorney Malcolm was appointed to ascertain the cost of operating it and its receipts. His report was filed with Judge Pollock in Kansas City, Oct. 16.

Garden City, Kan.—The Finney County Wheat Growers Ass'n will be incorporated by A. H. Warner, D. T. Mims, C. V. Chalfont and others of Garden City, to obtain and furnish seed wheat to Finney County farmers unable to get it otherwise; capital stock, \$5,000. When the wheat shortage in western Kansas became known and some counties requested a special session of the legislature to pass an enabling act authorizing county commissioners to furnish seed wheat to farmers, Finney County men reported that while their county had been hit as hard as any by the drouth, it would supply its own needs. The ass'n was then organized and has been supplying needy farmers all fall, whether they had money or not. Gray County has a similar organization and officials of the state Agri. college have commended their good work.

WICHITA LETTERS

The Midland Valley Railroad ran its first train into Wichita Oct. 4.

Henry Bird, who formerly traveled for the Kelly Bros. Grain Co., now represents the Nevling Eltr. Co. in a similar capacity.

The Wichita Board of Trade had one of the most interesting booths at the Industrial Exposition which was held here Oct. 4-14. The booth contained a blackboard upon which was posted the prevailing prices on grain, the news being flashed from the floor of the exchange. Samples of grain such as are used on the sample tables of the Board were on exhibit together with inspection tickets and prices. The visitors were much interested in the method of trading and were considerably enlightened.

KENTUCKY.

Owensboro, Ky.—Officials of the Home Warehouse Co. have postponed the erection of their eltr. until next spring, when they plan to build one of the largest in the state.

Hopkinsville, Ky.—The jury returned a verdict of guilty against R. H. Detreville, charged with embezzlement and receiving unearned dividends from the Acme M. & Eltr. Co. He was sentenced, Oct. 10, to serve two and a half years in the penitentiary. He and J. B. Galbreath, the company's former sec'y, were indicted on several charges. Detreville was pres. of the company which failed two years ago with liabilities of about \$200,000.

LOUISIANA.

New Orleans, La.—Charles W. Heuer, in the grain and hay business, has been admitted to membership in the Board of Trade.—H. S. Herring, sec'y.

New Orleans, La.—Receipts of grain during September aggregated 95,000 bus. of wheat, 124,500 of corn and 122,600 bus. of oats; compared with 78,000 bus. of wheat, 807,000 of corn and 124,000 bus. of oats received in the same month last year. September shipments included 32,013 bus. of wheat, 220,857 of corn and 1,913 bus. of oats; against 24,000 bus. of wheat, 480,069 of corn and 2,140 of oats shipped in Sept., 1910.—H. S. Herring, sec'y Board of Trade.

New Orleans, La.—The Board of Trade will have a general revision of rules governing grain inspection and a change in the grain trade rules. At the regular meeting of the directors, Oct. 10, the grain committee reported that the revision and change had been under consideration for some time and the directors authorized it to publish the revised rules in pamphlet form for distribution among members of the Board of Trade and their interested correspondents. Pres. Leonhardt appointed a committee to represent the Board of Trade at the Waterways Convention in Montgomery, Nov. 20-22, and another to the Trans-Mississippi Congress in Kansas City, Nov. 14-17.

MARYLAND.

Baltimore, Md.—William Whitridge Rider, well-known to the local grain trade, was married recently and has returned from his honeymoon.

Sparks, Md.—A corn congress will be held here Nov. 17-18. Speakers of national reputation will address six meetings and a call has been issued for the first fall meeting of the Boys Corn Clubs of Maryland. Nearly 1,000 persons attended the former congress held in April last year.

MICHIGAN.

Avoca, Mich.—Hill & Wadsworth have started construction on their new eltr.

Onaway, Mich.—Laur Bros. have bot the Kates mill and will convert it into an eltr. and feed mill.

Bad Axe, Mich.—We have let the contract for a new warehouse, 30x80 ft., and a new office, 16x30 ft.—Farmers Eltr. & Produce Co.

Sturgis, Mich.—The Sturgis Grain Co. has purchased the eltr. of the Egly Grain Co. C. G. Egly, former pres. of the Egly Co., is pres. of the Sturgis Grain Co., the stockholders of which live in this vicinity. The company has been incorporated with a capital stock of \$12,000.

Owosso, Mich.—Roy McQueen, an employe at the eltr. of Fred Welch, was severely bruised recently when his clothing caught in a line shaft.

Detroit, Mich.—Botsford & Barrett are having extensive repairs made at their eltr. by the Burrell Engineering & Construction Co.

Sandusky, Mich.—The Farmers Co-op. Eltr. Co. is having a 20,000-bu. grain and bran eltr. erected by the Burrell Engineering & Construction Co.

Decatur, Mich.—A. E. Lawrence died recently of lockjaw caused by injuries received when the crank of his motor car flew back and hit him while starting his car.

Vassar, Mich.—The recently incorporated Vassar Farmers Eltr. Co. has purchased the eltr., business block and store houses of the Vassar Hay & Produce Co. and has elected Charles Harpham mgr. The company intends to acquire other plants at different points and handle coal, cement, seeds and farm supplies in addition to grain.

MINNESOTA.

Lake Wilson, Minn.—The Farmers Co-op. Eltr. Ass'n has closed its house.

Kilkenny, Minn.—Farmers have let the contract for an eltr. to be completed by Dec. 1.

Stephen, Minn.—The Farmers & Merchants Eltr. Co. has its new house well under way.

Danube, Minn.—The Farmers Eltr. Co. is building an addition to its house to handle flour and feed.

Hutchinson, Minn.—The Empire Eltr. Co. is having numerous improvements made on the interior of its eltr.

Hoffman, Minn.—The Hoffman Farmers Grain Co., incorporated by F. E. Griswold, John Johnson and others; capital stock, \$10,000.

Oslo, Minn.—We have leased the holdings of the Red River Transportation Co. and are doing a nice business.—Howard & Bushaw.

Cleveland, Minn.—The Faribault Mfg. Co. has bot the eltr. here that has been closed for some time and has opened it with Mack Burns as buyer.

Carlisle, Minn.—At the recent annual meeting of the Farmers Co-op. Grain Co. Chris. Evjen was re-elected mgr. and O. A. Fetvedt, sec'y.

Rochester, Minn.—The Rochester Grain & Realty Co. is arranging to operate a feed mill in connection with its eltr. and will install the best of equipment.

Houston, Minn.—The Houston Co-op. Eltr. Co., incorporated; capital stock, \$20,000. Anthon Forsyth is pres.; J. A. Johnson, treas.; J. J. Sliter, sec'y.

Taopi, Minn.—C. A. Osdahl, who recently came here from Kenyon to take charge of the eltr. of Cronin & Eastman, had the misfortune to break a rib.

Bagley, Minn.—The Farmers Co-op. Produce Ass'n has installed a feed mill in its new eltr. I am mgr., not Ole Tollefson, as erroneously stated recently.—Gilbert Tollefson.

Hope sta., Owatonna p. o., Minn.—The Speltz Grain & Coal Co. is having a feed mill, 22x30 ft., built as an addition to its eltr. and will install a 20-h.p. gasoline engine.

C. C. Neale, chief inspector in charge of Minnesota's state department of weights and measures, will ask the state R. R. and warehouse commission for additional inspectors, as he says his force is inadequate.

New Prairie sta., Cyrus p. o., Minn.—The New Prairie Farmers Eltr. Co. has an up-to-date, 25,000-bu. eltr. under construction by D. F. Hoag. It will be entirely covered with galvanized iron and cost about \$5,000. Equipment will include a dump scale, an automatic scale and a 10-h.p. gasoline engine.

Nerstrand, Minn.—Farmers are endeavoring to organize an eltr. company.

Milroy, Minn.—We have built an office and installed wagon scales for weighing coal at the eltr. we purchased from the Sleepy Eye Mfg. Co. We have spent over \$800 for improvements on it and now have an up-to-date house. We are not now operating our other house as crops are very light.—Theo. Blake, sec'y and mgr. Milroy Farmers Eltr. Co.

MINNEAPOLIS LETTER.

The Milwaukee Eltr. Co. has acquired the property of the Delmar Eltr. Co.

T. A. Bryant has been appointed to represent the Anchor Grain Co. in the East.

Woodward & Co. have assumed and will handle the accounts of E. A. Brown & Co. Mr. Miller, formerly with E. A. Brown & Co., is now with Turle & Co.

Commons & Co. have retired from business and have turned over all of their accounts to the Columbia Eltr. Co. This step was taken mainly to simplify the business of the firm as the Columbia Eltr. Co. is largely owned by Commons & Co.

The proposed advance on barley from California of 3c per 100 lbs. has been suspended by the Interstate Commerce Commission. The complaint of the Minneapolis Traffic Ass'n was that the rate applied to Minneapolis and not to Mississippi river points generally thus greatly harming the Minneapolis barley market.

MISSOURI.

Asbury, Mo.—The eltr. of Charles Kerr is almost completed.

St. Joseph, Mo.—A. J. Brunswick is installing a Western Corn Sheller in his terminal eltr.

Princeton, Mo.—The Alley Grain Co. of Mercer, Mo., is considering building an eltr. at this point, where it already has cribs.

St. Joseph, Mo.—The Elwood Grain Co. is installing a Western Sheller and other corn shelling equipment in a building adjoining its terminal elevator, built especially for the purpose of shelling corn.

Mt. Vernon, Mo.—A company composed of John W. McCanse, John B. Ruckert, L. E. Hobbs, J. and T. Henson, John W. Skinner and George Renfrow, has bot the eltr. here for \$3,775, that was sold under deed of trust.

KANSAS CITY LETTER.

J. H. Wooldridge has succeeded the late J. Walter Hiler as the Nebraska representative of the Vanderslyce-Lynds Co.

Chas. Avery, formerly traveling representative of the Thresher-Fuller Grain Co., now represents the Nye Schneider Fowler Co.

William S. McCoy, of Independence, Mo., has bot the membership of Everett H. Seaver in the Board of Trade, paying \$2,600 including the transfer fee of \$500.

Jas. T. Bradshaw, who was formerly chief weighmaster of the Kansas City office of the state grain inspection department, has announced himself as a candidate for the nomination for railroad and warehouse commissioner to succeed "Rube" Oglesby who is the present chairman of the board.

ST. LOUIS LETTER.

The Geo. P. Plant Mfg. Co. will erect a fireproof eltr. to cost about \$18,000.

The storehouse of the Laclede Hay & Grain Co. burned Oct. 6 causing a loss of \$5,000.

The eltr. of the J. F. Quinlivan & Bro. Feed Co. burned Oct. 5 as the result of crossed electric wires. Loss, \$20,000, insured.

Application has been made to the municipal council by officials of the Merchants Exchange for the erection of scales. The charges of the St. Louis Scale Co. are considered exorbitant, the fee on a car of grain running from \$1.50 to \$2 whereas in other large markets the fee for such a service is from 60c to 75c.

W. H. ("Billie") Karns, one of the oldest hay salesmen in the St. Louis market, is in charge of the city department of Harsh Bros. & Co.

Chas. Jones, Jr., formerly of St. Louis and a member of the Merchants Exchange, was found dead in a cistern, at his home at Labadie, Mo., and is believed to have suffered a stroke of apoplexy. He was 60 yrs. old.

The wedding of Clifford H. Albers, of the Albers Commission Co., to Miss Elizabeth Ackhoff, of Chicago, will take place Nov. 1 at Chicago. The romance is said to have started at the Veiled Prophets' ball in St. Louis a year ago.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that there were received at St. Louis during September 238 cars with leaking grain doors, 29 leaking over grain doors, 308 with leaking boxes, 30 with leaking end windows, 325 cars not sealed, 77 with end windows not sealed and 35 with end windows open.

A strong campaign is being made by a number of grain firms that are opposed to the proposed amendment to the rule of the Merchants Exchange which will make hard wheat deliverable on contract on an equality with soft wheat. These firms claim that the proposed amendment will not receive even a majority vote to say nothing of the required two-thirds vote. Leaders of the opposition claim that the contentions of the proponents of the measure are not borne out by the conditions of this market and the experiences of the past. The vote will be taken Oct. 30. In the event that the amendment is voted upon favorably the rule will not become effective until July 1, 1912, so as not to interfere with existing contracts. The proposal is to amend paragraphs 2 and 3 of Section 2 of Rule 8 to read as follows: "On and after Nov. 1, 1911, regular contracts for wheat for future delivery, except such contracts as require delivery prior to July 1, 1912, shall be for contract wheat, and on such contracts the tender of No. 1 red winter wheat, No. 2 red winter wheat, No. 1 hard winter wheat and No. 2 hard winter wheat, shall be deemed sufficient; provided that the delivery on each lot of 5,000 bus. shall be in whole either red or hard winter wheat. Nothing in this section shall be construed as permitting the delivery of hard winter wheat on contracts made for red winter wheat; nor shall it be permitted to deliver red winter wheat on contracts made for hard winter wheat."

MONTANA.

Oka, Mont.—The Montana Eltr. Co. has erected a loading dock at this point.

Mondak, Mont.—The Valley Merc. & Lbr. Co. of Fairview, Mont., has bot a site here on which to build a grain eltr.

Judith Gap, Mont.—Peter Petler has charge of the flat house recently completed for the Montana Eltr. Co.

Harlem, Mont.—I have not been in Grano, N. D., for some time. We sold our interests there a year ago.—M. W. Nelson.

Poplar, Mont.—J. O. Halverson is buying grain on track and, if conditions justify the expenditure, will build an eltr. next summer.

Plentywood, Mont.—The Montana & Dak. Grain Co. has built a 35,000-bu. eltr. at this station.—H. B. Blackey, agt. National Eltr. Co., McVillie, N. D.

Glendive, Mont.—Mr. Arbogast, who owns several eltrs., will build a 40,000-bu. house here and has eltrs. under construction at Stipek and Intake.

Roundup, Mont.—Power has been turned on in the 18,000-bu. eltr. of the Roundup Eltr. Co., the first fully equipped grain eltr. built in the Musselshell Valley. It is operated by a 20-h. p. motor; has a cleaner and dump scales and will probably install a feed grinder soon. The company had intended to store all grain received for next year's seed but so much more is coming in than was anticipated present indications promise considerable for shipment.

Great Falls, Mont.—Philadelphia people will build a flax fiber mill here immediately to handle straw from 6,000 acres and will enlarge it next year, as they consider power and water facilities can work up a large quantity of flax straw.

Spionkop, Mont.—The six new eltrs. just about completed for the Rocky Mt. Eltr. Co. give it a line of 56, all doing a satisfactory business.—Fay A. Butts, agt. R. Mt. Eltr. Co. The new ones are located at Broadview, Belmont, Judith Gap; Power sta., Manchester p. o.; Hedges sta., Yale p. o., and Wayne sta., Belt p. o., Mont.; all built by L. O. Hickok & Son.

Inverness, Mont.—H. C. Delaney of Havre, Mont., has leased buildings here to use for storage in his grain business. The Citizens National Bank of Havre is planning to buy grain here, will lease a warehouse and may build an eltr. later. The St. Anthony & Dak. Eltr. Co., which recently started a buying station at this point, in charge of Adolph E. Anderson, will store its grain in local buildings until an eltr. can be erected.

NEBRASKA.

Beatrice, Neb.—We are installing a No. 57 Clipper Cleaner.—Pease Grain & Seed Co.

Raymond, Neb.—I have built a new frame around my wagon scale.—F. J. Polley.

Benedict, Neb.—F. D. Chapin has succeeded A. Houston as mgr. of the Farmers Grain Ass'n.

Nebraska City, Neb.—A. B. Wilson has succeeded the Jones Grain Co. He was formerly its pres.

Firth, Neb.—Groves & Cramer have bot the eltr. of the Firth Grain & Lumber Co.—M. T. Cummings.

Pender, Neb.—I have succeeded L. L. Ream as agt. for the Anchor Grain Co. here.—G. V. Patrick.

Valparaiso, Neb.—The Omaha Eltr. Co. contemplates razing its eltr. here.—B. R. Bayes, agt. Nebraska Eltr. Co.

Lincoln, Neb.—The Wright-Leet Grain Co. has removed from its former offices to Suite 517 in the new Bankers Life Bldg.

Auburn, Neb.—We contemplate installing a gasoline engine, and remodeling our eltr.—John C. Bonsfield, Bonsfield & Reed.

Beemer, Neb.—Edward Albright has bot the interests of his partner, J. L. Baker of Omaha, in the grain firm of Baker & Albright.

Waterloo, Neb.—We are painting our eltr., and have installed a Richardson Automatic Scale.—E. T. Hall, mgr. Waterloo Eltr. Co.

Benton, Neb.—We have built a 250-ton coal shed with concrete floors and house iron-covered.—R. W. Monihan, T. B. Hord Grain Co.

Falls City, Neb.—We have opened a 6,000-bu. eltr. here. Power is furnished by a 6-h.p. motor. The Younglove Construction Co. had the contract.—B. F. Slagle, Maust Bros.

Lushton, Neb.—The Foster Grain Co. will build a 20,000-bu. eltr. with concrete basement and hoppers, full galvanized iron-clad; work to be started at once by G. H. Birchard.

Superior, Neb.—The transfer eltr. of Elliott & Myers has just been completed by G. H. Birchard, who has the contract to build a full ironclad feed mill here for George Scoular, work to begin in a few days.

Bertrand, Neb.—Wm. Bruce has bot the eltr. of the Foster Grain Co., took possession Oct. 10. He is at home in the grain business here. With H. C. Smith he built one of the first eltrs. in Bertrand, in July, 1885, when the railroad came thru, and afterwards sold his interests to Mr. Smith. In 1891 he built the third eltr., which he operated until Jan. 1, 1909, when he sold to C. B. Seldomridge.—McConaughy Grain Co. Mr. Bruce will operate under his own name.

Yutan, Neb.—Ben H. Schultz has succeeded L. D. Bugge as mgr. of the eltr. of the Trans-Mississippi Grain Co. Bugge has been arrested on a charge of being short over \$3,200 in his accounts when he left last summer.

Elkhorn, Neb.—We are painting our eltr. and will install a Richardson Automatic Scale. We operate the house formerly owned by the Omaha Eltr. Co., of which we took possession Sept. 15.—J. G. Seefus, Elkhorn Grain Co.

Lincoln, Neb.—I am now manager here for the Kemper Grain Co. of Kansas City, and have offices in the First Natl. Bank Bldg. The address given at Lincoln, Mo., published in a recent number of the Journal, was a mistake.—B. F. Beckel.

Ulysses, Neb.—The Farmers Eltr. Co. opened its eltr. Oct. 18, with J. D. Lemmon, one of our oldest grain men, as mgr.—M. T. Cummings. The house has a capacity of \$0,000 bus., is full ironclad with concrete hoppers and was built by G. H. Birchard.

Princeton, Neb.—The new 10,000-bu. eltr. of H. H. Norcross, built to replace that burned this summer, was opened Sept. 15. It is of cribbed construction, iron covered, and equipped thruout with up-to-date machinery, including a Richardson Automatic Scale.—C. J. Hogan, agt. H. H. N.

Sutton, Neb.—Incendiaries are believed to be at work here, judging by the number of recent fires. Two were started in the evening of Oct. 9, including one at the eltr. of the Updike Grain Co., which was set on fire on the inside with coal oil, but the eltr. was closed so tight the fire smothered.

Stromsburg, Neb.—The eltr. here of the Foster Grain Co., burned about Sept. 20, will be rebuilt. It was leased to the Van Wickle Grain & Lbr. Co. of York, Neb., and had about 2,000 bus. of grain stored in it; loss, \$7,000; insurance, \$4,000; grain not insured.—T. B. Rogers, Foster Grain Co.

Elkhorn, Neb.—Work has begun on my new 15,000-bu. ironclad eltr. to replace that burned last April, and we expect to handle grain by Nov. 15. H. Cramer has the contract. Bins will be of concrete for 18 ft. and 10 ft. of cribbing above that; one leg. gasoline engine, Howe Wagon Scale.—H. A. Nolte.

OMAHA LETTER.

The Updike Grain Co. has brot suit against the Northwestern Railroad for \$7, the amount of loss due to leakage. A number of similar suits have been instituted in the past but it is expected that this case will do much toward deciding who shall stand for such losses.

Two more tables are to be placed upon the floor of the Grain Exchange because of the increase in the amount of cash grain business. Despite the fact that it has been found necessary to remove the pit from the exchange floor to make room for the tables, No. 13 the "hoodoo" table, is continuing vacant.

NEW ENGLAND.

Framingham, Mass.—A. T. Wood is constructing an addition to his eltr.

Corinna, Me.—The eltr. and mill of Ireland Bros. & Co. was burned recently.

Cobalt, Conn.—Harry P. Markham, formerly in the grain business here, died recently.

New Haven, Conn.—The M. De Santo Co., incorporated; capital, \$10,000; incorporators: Michele De Santo and J. Frank Sewell, of New Haven, and Alfred E. Schuster, of West Haven.

Boston, Mass.—A committee consisting of H. J. Wood, A. L. Ireland, A. I. Merigold, E. W. Arndt, Harry Hamilton and A. W. Glines has been appointed to draw up rules and by-laws for a new association of grain, feed and hay dealers of New England. The association will be a merger of the grain dealers of the Chamber of Commerce and the Grain Dealers Ass'n of New England and it is believed that the benefits of association work will be greatly increased by the consolidation.

Bangor, Me.—The storehouse of the Eastern Grain Co. is being completed.

Boston, Mass.—C. W. Bowker & Co., incorporated, capital stock, \$25,000; incorporators: Chas. W. Bowker, Geo. A. Bowker and Chas. W. Bowker, Jr.

NEW JERSEY.

Jersey City, N. J.—Eltr. insurance at the low rate of 60c per \$100 has been offered to owners of railroad grain stored in the Erie Eltr. by the Erie Railroad. In the past the rate has amounted to \$2.55 per \$100. This move is supposed to be due, in a great measure, to the fact that the West Shore Railroad at Weehawken is of steel construction and rated at only 40c per annum for \$100.

NEW YORK.

Albany, N. Y.—The Consumers Albany Brewing Co. is erecting an additional grain bin to cost \$1,700.

New York, N. Y.—The Empire Coal & Grain Co., incorporated, capital \$250,000; incorporators: Isaac Arker and S. Himelstein and others.

New York, N. Y.—Wm. H. Kipp, Jr., formerly associated with L. W. Forbell, has entered the grain business for himself and has opened offices in the Produce Exchange Bldg.

Auburn, N. Y.—The Consolidated Hay & Grain Co., incorporated, capital, \$30,000; incorporators: B. A. Dean and Warren Dean, of Auburn, N. Y., and Wm. H. Dwyer of Ottawa, Can.

New York, N. Y.—Receipts of grain at New York this season are 8,396,400 bus. in excess of the receipts last year, and it is that that an even greater increase will be shown by the end of the season. The increase is due to the reduction voluntarily made by the railroads to 4c in the rate on ex-lake grain from Buffalo to New York on May 1, and which was continued until June 27.

Albany, N. Y.—The trustees of the Durant & Elmore Co. and the Oneonta Mfg. Co., which is a subsidiary company, acting upon the suggestion of Referee Edwin A. King, agreed to fix the claim of the Durant & Elmore Co. against the Oneonta Mfg. Co. at \$100,000 to both divisions of creditors. Attorney Thompson reported for the Oneonta Mfg. Co. that it had cash on hand amounting to \$38,000 and that it desired to pay a 10% dividend on claims amounting to \$171,000, permission for which was given. A fee of \$15 per day for 100 days' services and \$235 for filing the petition in bankruptcy, etc., was allowed Mr. Thompson.

BUFFALO LETTER.

The first car of new Ohio corn arrived Oct. 14. The quality was considered fair, altho it arrived heating at both ends.

The ruins of the old Wilkinson Eltr. have been ordered torn down, as the high winds threaten to blow the structure to the wharf.

Buffalo, N. Y.—Oscar Cobb, who died in Buffalo recently, at the age of 99 yrs., was in the grain business here as early as 1848. He continued until about 1863, when he took up another business.

Canal boatmen are demanding 5c on wheat from Buffalo to New York for the last trip of the season. The demand will probably be met, as this is the same as the closing rate last year.

NORTH DAKOTA.

Freda, N. D.—The Farmers Union will erect an eltr.

Overly, N. D.—The eltr. of the Atlantic Eltr. Co. is closed.

Montpelier, N. D.—The eltr. of the Lyon Eltr. Co. is closed.

Ross, N. D.—The eltr. of the Victoria Eltr. Co. is closed.

Knox, N. D.—The eltr. of the Imperial Eltr. Co. is closed.

St. Thomas, N. D.—The eltr. of the Duluth Eltr. Co. is closed.

Divide, N. D.—The eltr. of the Lyon Eltr. Co. is not in operation.

Galchutt, N. D.—The eltr. of the Imperial Eltr. Co. is closed.

Foxholm, N. D.—The eltr. of the Occident Eltr. Co. is closed.

Gardena, N. D.—The eltr. of the Woodworth Eltr. Co. is closed.

Merricourt, N. D.—The eltr. of the Kellogg Comm. Co. is closed.

LaMoure, N. D.—The eltr. of the Andrews Grain Co. is closed.

Dunseith, N. D.—The eltr. of the Exchange Grain Co. is closed.

Langdon, N. D.—The eltr. of the Northwestern Eltr. Co. is closed.

Douglas, N. D.—The eltr. of the Osborne-McMillan Eltr. Co. is closed.

Thorne, N. D.—The eltr. of the National Eltr. Co. is being dismantled.

Farmington, N. D.—The eltr. of the Gt. Western Grain Co. is closed.

Park River, N. D.—The eltr. of the Minn. & Nor. Eltr. Co. is closed.

Dunning, Maxbass p. o., N. D.—The eltr. of the National Eltr. Co. is closed.

Cayuga, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. is closed.

Fairdale, N. D.—The eltr. of O. Knutson has been sold to Haug & Soleberg.

Edinburg, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. is closed.

Glover, N. D.—The Glover Holding Co. has succeeded the S. Glover Eltr. Co.

Antler, N. D.—The eltrs. of the National Eltr. Co. and J. D. Gruber are closed.

Cooperstown, N. D.—W. D. Marsh, buyer for the Cargill Eltr. Co., died recently.

Egeland, N. D.—The Northland Eltr. Co. has moved its eltr. to Columbus, N. D.

Medina, N. D.—The Medina Farmers Eltr. Co. has succeeded Olson & Karpen.

McCanna, N. D.—The McCanna Farming Co. has succeeded the Imperial Eltr. Co.

Milton, N. D.—The Farmers Eltr. Co. is the successor of the Imperial Eltr. Co.

Ellendale, N. D.—W. E. Kellogg has been appointed mgr. of the Ellendale Mfg. Co.

Wilton, N. D.—F. E. Tibbets has been appointed mgr. of the Wilton Merc. Eltr. Co.

Keith, Devils Lake, N. D.—Ely Salyards & Co. have succeeded the Grain Producers Co.

Tagus, N. D.—J. M. Burns has succeeded E. Van Brunt as mgr. of the Farmers Eltr. Co.

Fairmount, N. D.—F. J. Runyon has succeeded W. F. Craft as agt. for J. K. Elliott & Co.

Bottineau, N. D.—The eltrs. of the Minn. & Nor. Eltr. Co. and McCabe Bros. are closed.

Kramer, N. D.—The eltrs. of Carl Broderson and the Northland Eltr. Co. are closed.

Mott, N. D.—The eltrs. of the Barth Grain Co. and the Columbia Eltr. Co. are closed.

Walum, N. D.—The eltr. of the No. Dak. Grain Co. has opened with C. A. Nelson as agt.

Rugby, N. D.—W. C. Hastbjor has succeeded P. Munson as agt. for the Rugby Mfg. Co.

Pickert, N. D.—C. O. Peterson has succeeded Sam Smith as agt. for the Amenla Eltr. Co.

Dresden, N. D.—W. D. Connelly has succeeded E. Ervin as agt. for the Cargill Eltr. Co.

Lisbon, N. D.—Wm. M. Jones has been appointed mgr. for the Farmers Eltr. & Merc. Co.

Nicholson, N. D.—J. R. Baker has succeeded H. E. Wicklund as agt. for the Atlantic Eltr. Co. The eltr. of the Osborne-McMillan Co. is closed.

Backoo, N. D.—Wm. Crombie has succeeded E. Amstrong as agt. for the Nat. Eltr. Co.

Walhalla, N. D.—W. D. Best has succeeded D. McGuire as agt. for the State Eltr. Co.

Westhope, N. D.—The eltrs. of the Cargill Eltr. Co. and the Heising Eltr. Co. are closed.

Balfour, N. D.—The eltrs. of the Royal Eltr. Co. and the Woodworth Eltr. Co. are closed.

Loma, N. D.—The Farmers Eltr. Co. is being organized and may buy a house here.—O. J. Eide.

Towner, N. D.—The Towner Grain Co. has recently been incorporated by local business men.

Steele, N. D.—L. L. Harrimann is my successor as agt. for the Powers Eltr. Co.—H. O. Wise.

Ypsilanti, N. D.—The eltrs. of the Andrews Grain Co. and the Monarch Eltr. Co. are closed.

Hong, York p. o., N. D.—M. O. Herstead has succeeded K. Hoftos as agt. of the Imperial Eltr. Co.

Hoving, Milnor p. o., N. D.—C. R. Willey has succeeded O. Lystue as agt. for the Thorpe Eltr. Co.

Garrison, N. D.—The eltrs. of the Osborne-McMillan Eltr. Co. and McCarty Bros. are closed.

Wheatland, N. D.—Ed. F. Pfeifer has succeeded W. D. Turner as agt. for the Monarch Eltr. Co.

Gladstone, N. D.—Mathias Wehver has succeeded J. P. Jungers as agt. for the Farmers Eltr. Co.

Belfield, N. D.—R. A. Ziebarth, formerly of Thomas, S. D., is now in the grain business at this point.

Ludden, N. D.—John M. Bleibaum is the successor of James Wisenor as agt. for the Atlas Eltr. Co.

Lallie, Oberon p. o., N. D.—Leo R. Whiting has succeeded Wm. Swift as agt. for the Powers Eltr. Co.

Fordville, N. D.—Martin Potulny has succeeded C. H. Hunt as agt. for the Woodworth Eltr. Co.

Epping, N. D.—The Victoria Eltr. Co. has bot the eltr. of the Farmers Eltr. Co. At present it is closed.

Bowbells, N. D.—The eltr. of Wiper & Wohlwend was opened recently, with Laurence Larson in charge.

Gorman, Valley City, N. D.—J. E. Tierney has succeeded J. H. Fitzgerald as agt. for the Powers Eltr. Co.

Cooperstown, N. D.—The eltr. of the Monarch Eltr. Co. burned. The eltr. of the Federal Eltr. Co. is closed.

Linton, N. D.—The eltrs. of the Exchange Grain Co., the Lyon Eltr. Co. and the Linton Bazaar are closed.

Mapleton, N. D.—The Farmers Eltr. Co. has bot the eltr. of the Gt. Western Eltr. Co. Ed. Dresscoll is mgr.

Devils Lake, N. D.—The eltrs. of the Minn. & Nor. Eltr. Co. and the Stevens Grain & Fuel Co. are closed.

Hamilton, N. D.—Arthur Murphy has succeeded J. W. Canfield as agt. for the St. Anthony & Dak. Eltr. Co.

Port Emma, Guelph, N. D.—H. A. Anderson has succeeded R. S. Higgins as agt. for the Northwestern Eltr. Co.

Towner, N. D.—John Gerber, a helper in an eltr. here, was caught in the belting recently and was fatally injured.

Kloten, N. D.—The eltr. of the Heising Eltr. Co. is burned. E. S. Curry is mgr. of the Kloten Farmers Eltr. Co.

Leeds, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. is being dismantled and will be rebuilt in South Dakota.

Mohall, N. D.—The eltrs. of the Minn. & Nor. Eltr. Co., the Winter, Truesdell, Ames Co. and McCabe Bros. are closed.

Calvin, N. D.—The Farmers Eltr. Co. has bot the eltr. of the Burgess Eltr. Co. The eltr. of the National Eltr. Co. is closed.

Underwood, N. D.—The eltr. of Raugust, Stadel & Co. is closed. The Dodge Eltr. Co. has succeeded the Washburn Eltr. Co.

Jamestown, N. D.—The Occident Eltr. Co. has replaced the gasoline engine in its eltr. with an electric motor.—Prosper Naze, agt.

Sweetwater sta. Devils Lake p. o., N. D.—Geo. F. Biddle has succeeded E. L. Fletcher as agt. for the Farmers Grain Co.

Mercer, N. D.—The eltr. of the Regan & Lyness Eltr. Co. is closed. S. O. Stevenson has been appointed agt. for the Crown Eltr. Co.

Thompson, N. D.—The Farmers Eltr. Co. has bot the eltr. of the Minn. & No. Eltr. Co. M. Hankland, agt. Northwestern Eltr. Co.

Stanley, N. D.—The eltrs. of Koppang & Storey and the Victoria Eltr. Co. are closed. F. O'Keefe is the successor of R. H. Graham.

Beach, N. D.—A. H. Lytle, a prominent eltr. man of this place, caught his hand in a car door recently and was painfully injured.

Elliott, N. D.—The Farmers Eltr. Co. has succeeded the Gt. Western Eltr. Co. The eltr. of the Andrews Grain Co. is closed.

Roth, Hewitt, N. D.—M. B. Larson is agt. for McCabe Bros., succeeding J. W. Bordson. The eltr. of the Nat. Eltr. Co. is closed.

Grano, N. D.—J. F. Naumann is agt. for the Northland Eltr. Co., succeeding H. B. Geisel. The eltr. of the Atlantic Eltr. Co. is closed.

Crocus, N. D.—I have succeeded H. E. Sprague as agt. for the Farmers Grain Co. The eltr. of the Winter-Truesdell-Ames Co. is closed.

Pisek, N. D.—The Pisek Grain Co. has acquired the eltr. of the Minn. & Western Grain Co. The house of the Minn. & Nor. is closed.

Milnor, N. D.—Harry Beach has been appointed agt. for the Andrews Grain Co. and J. A. Stockstad agt. for the Monarch Eltr. Co.

Wimbledon, N. D.—John Dick has been appointed agt. for the Osborne-McMillan Eltr. Co. The eltr. of the Minnesota Eltr. Co. is closed.

Church's Ferry, N. D.—The eltr. of the Imperial Eltr. Co. is being dismantled and will be shipped to Wild Rose where it will be re-erected.

Eckman, N. D.—The eltr. of the Northland Eltr. Co. is closed. Frank Welsh has succeeded E. J. Capwell as agt. for the C. G. Ireys Eltr. Co.

Woods, N. D.—The Woods Farmers Eltr. Co. will enlarge its eltr. next season from 20,000 bus. to 35,000 or 40,000 bus.—O. A. Quinnild, mgr.

Hurdsfield, N. D.—The Farmers Eltr. Co. has bot the eltr. of the Star Eltr. Co. and will install a 1,250-bu. automatic scale.—M. G. Blaha, mgr.

Crosby, N. D.—The eltr. of the Kenmare Mfg. Co. is closed. G. N. H. Lauders has succeeded A. J. Schmidt as mgr. of the Rugby Mfg. Co.

Jud, N. D.—The Sperling Grain Co. has succeeded the Lyon Eltr. Co. G. J. Sperling is owner and mgr.—A. Lundgren, agt. Thorpe Eltr. Co.

Kindred, N. D.—E. B. Eide has succeeded A. C. Morgan as agt. for the Cargill Eltr. Co. Ole Swenson has been appointed agt. for A. O. Cornwell.

Hannah, N. D.—A. R. Balfour has succeeded A. Cavers as agt. for the Winter Truesdell Ames Co. The eltr. of the Amenia Eltr. Co. is closed.

Griffin, N. D.—The eltr. of the Farmers Eltr. Co. will be operated by the Western Lumber & Grain Co. in conjunction with the Farmers Eltr. Co.

Edmunds, N. D.—The Occident Eltr. Co. has succeeded the Lyon Eltr. Co. Henry Hamft has succeeded O. C. Retzlaff as agt. for the Hammer, Halvorsen, Beier Eltr. Co. The eltr. of the Andrews Grain Co. is closed.

Stewartdale, N. D.—The Bismarck Eltr. & Inv. Co. has succeeded the Lyon Eltr. Co. Sarles, N. D.—Kelso Grey has succeeded P. A. Eck as agt. for the Imperial Eltr. Co.

Lone Tree, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. has been opened. John Burke is agt. The eltr. of the Anchor Grain Co. is closed.

Wyndmere, N. D.—Nels Granquist has succeeded Mr. Ellingson as agt. for the Osborne-McMillan Eltr. Co. The eltr. of the Andrews Grain Co. is closed.

Lovell, Cooperstown, N. D.—Wm. Robertson is agt. for the Gt. Western Grain Co. and I have been appointed agt. for the Acme Grain Co.—N. C. Baker.

Edgeley, N. D.—The eltrs. of the Lyon Eltr. Co. and the Andrews Grain Co. are closed. The Dakota Grain Co. has acquired the eltr. of the Geo. C. Bagley Eltr. Co.

Glenburn, N. D.—Dayton & Carroll have bot the eltr. of the Imperial Eltr. Co. The houses of the Minn. & Nor. Eltr. Co. and the St. Anthony & Dak. Eltr. Co. are closed.

Williston, N. D.—A. T. McGaw has pleaded guilty to the embezzlement of \$550 from the St. Anthony & Dak. Eltr. Co. and has been sentenced to serve 15 months imprisonment.

Fessenden, N. D.—L. L. Kruchter has succeeded John Walsh as agt. for the Minnesota Eltr. Co. The eltrs. of the Royal Eltr. Co. and the Victoria Eltr. Co. are both closed.

Considine, N. D.—Geo. W. Taylor has succeeded N. J. Frantz as agt. for the Imperial Eltr. Co. N. J. Beaudine has succeeded D. L. McFaul as agt. for the St. Anthony & Dak. Eltr. Co.

Tolley, N. D.—L. E. Shores has succeeded Otto A. Baker as agt. for the Atlantic Eltr. Co. R. D. Johnson is agt. for the Farmers Eltr. Co. and Ed. Sorben is agt. for the Minnesota Eltr. Co.

Minot, N. D.—The eltrs. of the Acme Grain Co., the Minnesota Eltr. Co. and the Victoria Eltr. Co. are closed. The eltr. of the Minot Farmers Grain Ass'n has been repainted and overhauled.

Clyde, N. D.—The Farmers Co-operative Eltr. Co., incorporated; capital stock, \$10,000; incorporators, Gordon Brotherson, Geo. F. Hyde and William A. Scharder. The eltr. of J. D. Gruber has been purchased.

Kensal, N. D.—Hans Hargon has succeeded F. T. Kuhry as agt. for the Atlantic Eltr. Co. and Hugo Hillmer has succeeded F. Nelson as agt. for the Minnesota Eltr. Co. The eltr. of the Royal Eltr. Co. is closed.

Litchville, N. D.—J. H. Potter has succeeded Fred Bettschen as agt. for the Crown Eltr. Co. The Skagen Eltr. Co. has succeeded the Monarch Eltr. Co. The Skagen Eltr. Co. is owned by Sorensen Bros., but is managed by Louis Skagen.

Drayton, N. D.—L. A. Leman has succeeded J. M. Graham as agt. for the Monarch Eltr. Co. A. E. Gutekunst has succeeded G. W. Ion as agt. for the Andrews Grain Co. The eltrs. of the Minn. & Nor. Eltr. Co. and the Duluth Eltr. Co. are closed.

Norwich, N. D.—E. L. Champlin has succeeded M. J. Cullen as agt. of the Norwich Eltr. Co. Howard Peterson has succeeded H. L. Moore as agt. for the St. Anthony & Dak. Eltr. Co. A. E. Carpenter has succeeded E. G. Linton as agt. for the Imperial Eltr. Co.

Coteau, N. D.—P. M. Northenscold has succeeded O. K. Malby as agt. for the Farmers Eltr. Co. The eltrs. of the St. Anthony & Dak. Eltr. Co. and the National Eltr. Co. are closed. The house of R. A. Grams which was sold recently to J. B. Walleen has been dismantled and shipped to Ambrose, N. D.

OHIO.

Gibsonburg, O.—The recently incorporated Gibsonburg Eltr. Co. will erect an eltr.

Hubbard, O.—Thomas Long will erect an eltr.

Kingston, O.—Snyder & Son are erecting an eltr.

Troy, O.—The Troy Eltr. Co. has succeeded Edwards Bros.

Laura, O.—We have rebuilt our eltr.—Henderson & Coppock.

Risingsun, O.—A. J. Shontz is considering the erection of an eltr.

Delphos, O.—We are contemplating building an eltr.—Garman Grain Co.

Rudolph, O.—I have leased my eltr. to Kinney & Squires.—H. J. Rudolph.

Millersburg, O.—Miller, Burkey & Co. have succeeded J. T. Miller & Sons.

Columbus, O.—The Ohio Grain Dealers Ass'n will hold its fall meeting here Nov. 3, at the Neil House.

Akron, O.—J. E. Peterson, of Peterson & Wright, has sold his interest in the business to Charles Eddie.

Sommers Switch, Fremont p. o., O.—The corn crib of the Sommer Eltr. Co. collapsed recently. The loss was about \$125.

New Hope sta., Campbellstown p. o., O.—Geo. Richards of St. Paris, and Samuel Schowalter of Lynn, O., have bot the eltr. of Edwin Ozias.

Mt. Sterling, O.—Willis Jones of Circleville, O., has bot the interests of the heirs of William Jones in the firm of Jones & Jones and is now sole owner of the eltrs. here and at Derby and Orient, O.

Dayton, O.—A meeting was held here at the Phillips Oct. 17 by grain dealers of the Miami Valley district to discuss the formation of a permanent organization. A general discussion of conditions in the grain trade was held and the matter of buying by the hundredweight favored.

Ashville, O.—D. F. Taylor of Sharp & Taylor is very much pleased with the electric motor installation at their eltr. The work was done in a thoro manner after consultation with the mutual insurance companies and leading electric manufacturers, and hence there has not been a cent of expense for repairs. A separate motor is provided for each machine, so there are no countershafts to waste power. The electric current is purchased from a commercial power plant at 3½ cents per 1,000 watts; and the cost of cleaning, shelling and loading 1,000 bus. of corn totals about \$1. The motors are of the sparkless induction type. Mr. Taylor met with discouragement on making inquiries as to the possibility of using electric power, and was told it was impracticable and hazardous, but he persisted and now has the pleasure of operating what he considers the only electric elevator in the country that is up-to-date.—R. R. R.

OHIO GRAIN DEALERS' ASS'N WILL MEET.

The regular fall business meeting of this Ass'n will be held at the Neil House, Columbus, O., Friday, Nov. 3, 1911.

This date corresponds with the date of our 1910 meeting. Those of you who were in attendance at that meeting will remember that it was a great success, in that we were able to create a sentiment for handling the new corn crop in a very conservative manner which had the effect to discourage our dealers from paying fancy prices, and receiving new corn before it was fit to market.

Please remember that you are expected to be present. Don't stay away through indifference or with the idea that you will not be missed, or that your neighbor dealer can represent you. Remember that we need you and you need us.

You are hereby instructed to post yourself concerning the condition of the corn crop, also the condition of the growing wheat crop. You will be called on at the meeting to make a report.

The program will be informal, as heretofore. Everyone present will be given an opportunity to say something on the subjects that are brought before us.

The courtesy of entertainment at noon-day lunch at the Neil House will be ex-

tended to us by the Columbus Grain Dealers and Millers.

The meeting will open at 10 o'clock a. m. and close in time to allow you to return home on the same day.

Respectfully,

J. W. McCord, Sec.,
Columbus, O.

M. W. Miller, Pres.,
Piqua, O.

TOLEDO LETTER.

W. H. Morehouse of W. H. Morehouse & Co. was married in New York recently to Mrs. Joseph Ernst, of Toledo.

The first new corn of the season was received here Oct. 20 grading "sample yellow," being wet and soft. It sold at 63c.

J. C. Dachsteiner, who formerly operated an elevator at West Unity, O., has been admitted to membership in Produce Exchange.

W. W. Cummings, formerly with the J. J. Coon Grain Co., which has withdrawn from business, has been appointed assistant cashier in the new bank of Spitzer-Rorick & Co.

OKLAHOMA.

Hitchcock, Okla.—The eltr. of S. Marquis burned recently.

Drummond, Okla.—The eltr. of Chas. Catter has been completed.

Longdale, Okla.—The eltr. of the Kansas City Grain Co. burned recently.

Chickasha, Okla.—Linton & Matthews have been succeeded by Linton Bros.

Tulsa, Okla.—The Binding-Stevens Grain Co. will equip its eltr. with a Hall Signaling Grain Distributor.

Narcissa, Okla.—Gaines Bros. Co. has complained to the state corporation commission of a car shortage at this point.

Cherokee, Okla.—J. F. Hunzinger has bot the plant of the Daley Eltr. Co. and will continue to operate it under that name.

Afton, Okla.—The Consolidated Grain Co. has been organized by Geo. Seely and others and will do a general grain business.

Oklahoma City, Okla.—W. L. Perkins has formed the W. L. Perkins Grain Co., he having admitted W. L. Matthews formerly of Chickasha.

McAlester, Okla.—The State Manufacturers Ass'n is endeavoring to interest wheat growers of the state in the cultivation of durum wheat considerable of which is used in the macaroni factories here and which must be obtained at present from Minnesota and the Dakotas.

OREGON.

Portland, Ore.—D. A. Patullo, of Balfour, Guthrie & Co. has been appointed chairman of the standards committee of the Chamber of Commerce.

The Dalles, Ore.—The Wasco Whse. Mfg. Co. is building in connection with its big mill building, 6 circular storage tanks 90 ft. in height and 20 ft. in diameter, with a storage capacity of 200,000 bus.

Portland, Ore.—The grain standard committee of the Chamber of Commerce held a meeting recently and decided upon standards of grain for this year's crop. The grades are practically the same as last year altho milling bluestem tests 57 lbs. per bu. as against 57½ lbs. last year.

PENNSYLVANIA.

Sharon, Pa.—The plant of the Sharon Mfg. Co. burned Oct. 12, with a loss of \$25,000; one-half insured.—C. T. Hamilton.

Pittsburg, Pa.—The first car of new ear corn was received here Oct. 5 by D. G. Stewart & Geidel and was of very good quality, as is a great quantity of new corn now rapidly coming in. The first shipment was received here last year, Oct. 2.

PHILADELPHIA LETTER.

Philip R. Markley, of J. B. Pultz & Co., is on an extended wedding tour, Miss E. Nevada Buchanan, daughter of William J. Buchanan of Mt. Airy, being the bride.

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Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

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GRAIN DEALERS' JOURNAL

La Salle St. - Chicago, Ill.

Rigid moisture tests on all future new corn shipments to be received for the export trade are to be a special feature of the grain inspection department of the Commercial Exchange.

Engineers of the Pennsylvania railroad are at work investigating the suitability of a site below the Greenwich piers upon which to erect the immense new elevators which the railroad officials have decided to build.

Pres. McKnight, Sec'y Marshall and Chief Grain Inspector Foering of the Commercial Exchange, at the solicitation of B. F. Galloway, Chief of Bureau of Plant Industry, Department of Agriculture, were at the Washington conference which took up and discussed the important subject of adopting more scientific methods in the growing of grain throughout the United States in order that this country may fully compete with Argentina and Russia for the general European grain trade. The superintendent of the two leading export elevators here, with prominent railroad and steamship officials, were with the delegation.—S. R. E.

SOUTH DAKOTA.

Vayland, S. D.—The eltr. of G. W. Van Dusen & Co. is closed.

Springfield, S. D.—I have leased my eltr. to the Shanard Eltr. Co.

Bath, S. D.—I have closed my eltr. for the season.—A. J. Murray.

Mission Hill, S. D.—J. J. Mullaney has bot the eltr. of C. Fredericks.

White Lake, S. D.—The eltr. of the Farmers Eltr. Co. has been enlarged.

Hartford, S. D.—The Farmers Eltr. Co. has completed extensive improvements.

Vermillion, S. D.—J. J. Mullaney has bot the eltr. formerly operated by C. Fredericks.

Leola, S. D.—The eltrs. of the Eagle Eltr. Co. and the McIntyre & Frerich Co. are closed.

Platte, S. D.—J. J. Smith has purchased the eltr. formerly operated by F. M. O'Connor.

Milbank, S. D.—The eltr. of the Empire Grain Co., which was burned recently, will be rebuilt at once.

Mission Hill, S. D.—M. V. Johnson and Torge Thompson have bot the eltrs. of Johnson & Abelson.

Madison, S. D.—Chas. Jones has opened an office in the Kennedy Bldg. He will do a general grain business.

Verdon, S. D.—The South Dakota Farmers Eltr. Co., which operates eltrs. at Nahon, Randolph, Verdon, Brentford and Stratford, was obliged to withdraw from business recently following the discovery that W. B. Roby, agt. at Verdon, was short in his accounts to the extent of 125,000 bus. of grain and \$40,000 in cash. Mr. Roby had an excellent reputation but it is believed that he indulged in heavy speculation. He was arrested and being unable to furnish bonds was placed in jail. The company has appointed two committees, one to make a thoro examination of the books and follow up the shortage, the other to form plans for the reorganization of the company.

SOUTHEAST.

Atlanta, Ga.—The Kelly-Pickert Grain Co. is erecting a warehouse.

Atlanta, Ga.—The Southern Corn Show will be held here Dec. 5-9, instead of Nov. 21-24 as was previously announced.

TENNESSEE.

Chattanooga, Tenn.—I am no longer in the grain business.—John H. Norton.

Fayetteville, Tenn.—J. B. McLaughlin has bot an interest in the Smith Grain Co. and is now in charge of the business.

Memphis, Tenn.—The plant of the Memphis Rice Mfg. Co., representing an investment of \$75,000, began operations recently.

Knoxville, Tenn.—An agricultural train left Oct. 15, over the Southern railway, on a 26-day trip over the state. The train was in charge of the state Dept. of Agri.

Nashville, Tenn.—A state corn show will be held here Dec. 5-7. The exhibit will take place during the Middle Tennessee Farmers Institute, and will make a special display of the work of the Boys' Corn Clubs.

TEXAS.

Higgins, Tex.—The Farmers Union is erecting an eltr.

Lubbock, Tex.—Ames & Co. will erect a warehouse and eltr.

Ft. Worth, Tex.—The old eltr. of the Bewley Mills was damaged by fire recently to the extent of \$150.

Shiner, Tex.—The corn and feed warehouses of Wolters Bros., C. B. Wilhousen & Co. and J. E. Blohm & Son were burned recently.

Ft. Worth, Tex.—C. E. Kern, formerly of St. Joseph, Mo., has applied for membership in the Grain & Cotton Exchange and will enter the grain business. He has opened offices in the Exchange Bldg.

Ft. Worth, Tex.—The Ft. Worth Eltr. Co. has commenced work on the construction of a large concrete warehouse located near its present plant. The house will be 75x205 ft., and will have a storage capacity of 150 cars of sacked grain. Work will be completed Jan. 1.

WASHINGTON.

Ritzville, Wash.—The Ralston Mfg. Co. has been found guilty of issuing warehouse receipts and failing to deliver the wheat upon presentation of the receipts. The company was formerly in business at Ralston, Wash., but its property was sold at a sheriff's sale.

WISCONSIN.

West Salem, Wis.—The eltr. of F. I. Bolles has been completed and opened for business.

Madison, Wis.—T. H. Cochrane & Co. have opened an office here and a warehouse in West Madison.

Bay City, Wis.—C. J. Swanson & Co. have given a contract to T. E. Ibberson for the erection of a 25,000-bu. eltr.

Superior, Wis.—Ray J. Nye, a member of the legislature, has been appointed a member of the Wisconsin Grain & Warehouse commission to succeed H. A. Johnson.

Sturgeon Bay, Wis.—The Door County Equity Eltr. Co. has brot suit against Frank P. Simon and other former officers and directors of the company. It is said that the defendants are guilty of fraud—that some defendants are guilty of fraudulent business dealings with other corporations.

Cylon, Wis.—The recently organized Cylon Eltr. Co. will probably build an eltr., as the Western Eltr. Co. wanted \$3,000 for theirs and this price the directors of the new company thought was too high. The officers of the new company are: Frank Padden, pres., John J. Heffron, sec'y, S. B. Hawksford, treas. and Thos. Buck, S. B. Hawksford, J. T. Salmon, P. J. Stevens, Frank Padden, John J. Heffron and Miles Goodrich, directors.

MILWAUKEE LETTER.

D. G. Owen, pres. of Owen & Brother Co., has succeeded Robert Eliot as chairman of the committee on transportation.

Walter P. Bishop, pres. of the Chamber of Commerce, has been appointed a member of a commission for the purpose of deciding the needs of Milwaukee in relation to a new harbor.

The big eltr. operated by the Rialto Eltr. Co. containing 100,000 bus. of corn, burned Oct. 14 with a loss of nearly \$400,000. The fire was caused by an explosion of dust and was preceded by two smaller blazes which the firemen had that were thoroly

extinguished. The eltr. contained some salvage grain, which had been shipped in for drying from the burned eltr. of the L. Rosenheimer Malt & Grain Co. at Kewaskum, Wis. The building was owned by the Northwestern railroad, and is said to have been insured for \$150,000. The grain drier in the building was uninjured. It is not probable that the eltr. will be rebuilt.

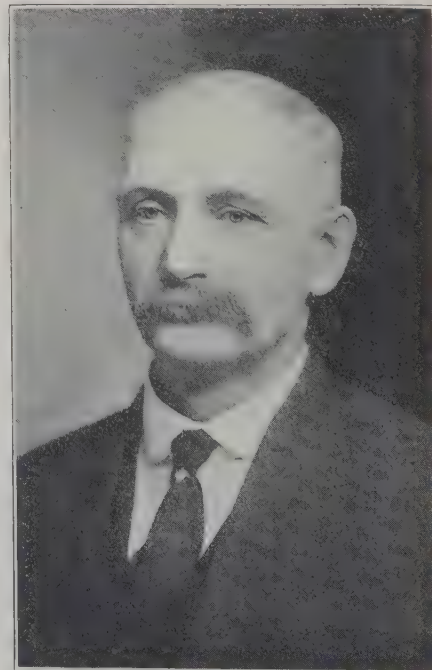
A rice famine in the Philippines is threatened. The price of this staple is mounting higher every day with all records broken long since, with but a very small supply in the islands and a general scarcity thruout the Orient. Some of these countries of the Far East have gone so far as to forbid the exportation of rice. Many believe that the United States will be called upon to aid with the substitution of wheat and corn.

At the Utah Exp. Sta. it has been found that about 50 tons of water passed thru wheat plants for every bushel of wheat produced; or 12 inches of water passed thru the plants to produce 27 bus. of wheat to the acre.

A. BRACKNEY OF CLEMONS, Ia.

To have been born in Ohio and on a farm seems to have been a fair start for many of the great men of this nation, giving them an earnestness of purpose which has led to success in whatever they have undertaken. A. Brackney of Clemons, Ia., whose portrait is given in the engraving herewith, was born on a farm in Clinton County, Ohio, in 1860; and at the age of 21 went with his parents to Iowa. In 1883 he was married to Miss Martha Everest, removing four years later to Calhoun County and residing for the following 5 years on a farm.

Since his removal to Clemons in 1892 he has been engaged in the grain and lumber business. He is also secretary of the Minerva Valley Creamery Ass'n and holds several other offices. He is the proud father of Floyd Brackney, the grain dealer-painter, a good example of the latter's brush and palette work being reproduced on page 297 of the Grain Dealers Journal for Aug. 25.



A. Brackney, Clemons, Ia.

Grain Carriers

Lake grain rates at Chicago were advanced $\frac{1}{8}$ to $\frac{1}{2}$ -cent recently to Buffalo.

The New York Central has ordered the construction of 2,000 steel underframe box cars.

The annual meeting of the National Industrial Traffic League will be held Nov. 16 at Chicago.

The Creston, Winterset & Des Moines Ry. will build 70 miles of road from Creston to Des Moines, Ia.

Four 12,000-ton steamships for the Panama Canal route will be built for the American-Hawaiian Steamship Co. The first is to be delivered in 12 months.

Cancellation of rate contracts with other roads has been forbidden the carriers by the Interstate Commerce Commission when such cancellation will result in an advance in rates.

A reduction in rates on wheat, corn and oats from Missouri River points to points in northern Wisconsin is urged by the Wisconsin Millers Ass'n before the Interstate Commerce Commission.

The Canadian Pacific Steamship Co. will inaugurate a line between Boston and Rotterdam, the outbound traffic of which will consist largely of the grain of eastern Canada, which is to a great extent controlled by the Canadian Pacific.

The United States Supreme Court has set Jan. 8 for the hearing of all railroad rate cases involving conflicts between state and interstate rates. This includes cases from Kentucky, West Virginia, Minnesota, Oregon and Missouri. A preliminary hearing of the cases from the different states will be held in the near future.

The proposed increase by the Santa Fe on bran, barley and wheat to become effective Nov. 1 has been ordered postponed by the Interstate Commerce Commission until Feb. 28, 1912. The commission claims that conditions do not justify the increase and that an inquiry will be made before allowing such increase to go into effect.

The Cairo, Ill., Board of Trade has entered a protest against the Southwestern Line's intention of raising the minimum carload to 40,000 lbs. on ear and snapped corn, claiming that it is often impossible to load that amount into the cars that are furnished and requesting that an investigation be made before the increase is decided upon.

Waterway legislation will be fought out in the Illinois Legislature, which convened Oct. 24. Those who are opposed to wasting public money in building canals of any depth that do not reach one-millionth of the shipping stations in the country will contest the proposed deep waterway legislation. Edward J. Smejkal is chairman of the deep waterway committee of the Illinois House.

Carriers must make an allowance for cleaning cars. Such is the information received by Sec'y Topping of the Oklahoma Millers Ass'n from Judson C. Clements, chairman of the Interstate Commerce Commission, who states further that carriers will make a refund of 80c. per car, making the refund simply as an overcharge. The tariff which makes this provision has been effective since Oct. 1, 1908.

An order to show cause why a 9.2-cent rate on flour and grain products should not be made on shipments from Buffalo to New York City has been made against the Lehigh Valley R. R. Co. by the Commerce Court. This was the rate in effect when the Minneapolis millers organized the Flour City line of steamers, to shut out which the Lehigh Valley raised the rate to 11 cents a hundred pounds.

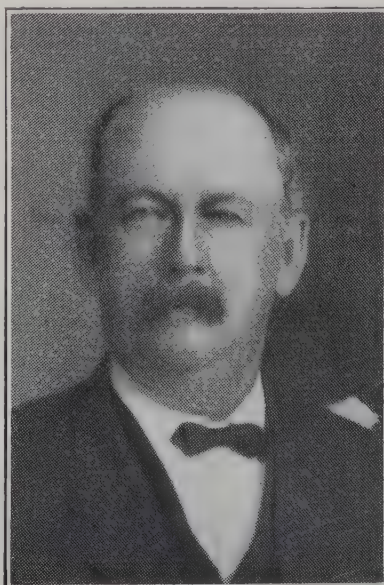
The Nanson Commission Co., of St. Louis has filed a petition with the Interstate Commerce Commission requesting it to enforce the same rate on grain from points on the Illinois division on the Iron Mountain to points in Arkansas which are charged from St. Louis to the points in Arkansas. The commission company asserts that the rates from points on the Iron Mountain are 3c and 4c higher than from St. Louis.

The first application for membership in the National Hay Ass'n under the amendment to the rules admitting Canadian dealers was received Oct. 7 from Omer Hebert, of Yamaska, East P. Q.; by sec'y J. Vining Taylor of Winchester, Ind., who cordially invites our neighbors across the border to send in their applications.

ROBERT HUTCHINSON DEAD

The death of Robert Hutchinson Oct. 1 at Arlington, Ind., came as a shock to all who knew him, as he had attended to business up to closing time the evening before he was found dead in bed. Organic heart trouble was the cause of death. On his failure to answer a call to breakfast it was discovered he had expired four or five hours earlier.

Mr. Hutchinson was born in Franklin County, Indiana, in 1844, served with the Union forces in the civil war, after which he came to Rush County with a capital of only \$26 and began farming. Having made a success on the farm he began dealing in grain in a very moderate way at Arlington and gradually developed the business. He purchased an old flouring mill and converted it into an elevator and afterward built an up-to-date elevator. In 1895 his son, Elmer, was taken into the firm under the present name of Hutchinson & Son. A portrait of Mr. Hutchinson is reproduced herewith.



Robt. Hutchinson Arlington, Ind., Deceased.

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THE WINTERS-COLEMAN SCALE CO.
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GRAIN DEALERS JOURNAL

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Supreme Court Decisions

Seller's Duty to Prorate Shipments.—A seller unable, because of limited means of transportation, to completely fill his obligations, must prorate his shipments to his customers and must show by competent testimony that a buyer complaining received his fair quota.—*Bellevue Pipe & Foundry Co.*, District Court, Ohio, 189 Fed. 169.

Limitation of Carrier's Liability.—Where a carrier's transportation contract provided that it should not be liable for more than \$1,200 for the contents of plaintiff's car, it was liable for such proportion of that amount as the value of the property destroyed bore to the value of all the property in the car.—*Shelton v. Canadian Northern Ry. Co.* Circuit Court, Minnesota 189, Fed. 153.

Shipment Without Receipt.—In the absence of statutory regulation, where no receipt is given by the carrier at the time of shipment, it cannot limit its liability by afterwards delivering to the shipper a receipt containing a limited liability clause, if the shipper had no knowledge that the carrier claimed any such limitations at the time of shipment.—*Farnsworth v. National Exp. Co.*, Supreme Court of Michigan. 132 N. W. 441.

Schedule Only Rate.—Under the direct provisions of Code 1904, § 1294c, cl. 7, it is unlawful, after the freight rate of a railroad company has been authorized and published by the State Corporation Commission, for any person, by contract or other device, to obtain transportation at a less rate, and any contract for such reduced transportation is void.—*Carolina, C. & O. Ry. v. Clinch Valley Lumber Co.*, Supreme Court of Appeals of Virginia. 72 S. E. 116.

Cropper's Earnings Exempt.—Where the landlord furnishes to the cropper everything to make the crop, except labor, and that is furnished by the cropper and his family, the net amount due the cropper after full settlement with the landlord is in the nature of "wages" paid to day laborers, and is not subject to process of garnishment while in the hands of the landlord.—*Thompson v. Pasmore.* Court of Appeals of Georgia. 72 S. E. 185.

Notice of Meeting of Arbitrators.—Notice to a party submitting arbitration and to the arbitrator selected by him of a meeting to proceed with the arbitration is necessary. Such notice need not be in writing, but is required in some form; and a general statement that one of the arbitrators and the umpire were ready to proceed on a certain day does not constitute notice of a meeting held two days thereafter.—*Cravens v. Estes.* Court of Appeals of Kentucky. 139 S. W. 761.

Bunching of Cars.—In a carrier's action for demurrage, an allegation that the carrier delivered cars to defendant in such large numbers and so unreasonably concentrated them as to prevent defendant from handling them promptly, choking and overwhelming defendant's side track with cars, when they knew it was impossible for defendant to handle and unload them, stated a sufficient defense.—*Louisville & N. R. Co. v. Empire State Chemical Co.*, Circuit Court, Georgia. 189 Fed. 174.

Deficiency in Crop.—Where an executory contract for the sale of cotton specifies that the cotton mentioned is a part of a crop in existence, and it turns out that by no fault of the seller the designated crop yields less than the number of bales stated, and the seller delivers all of the cotton produced from his crop, he discharges his contract, and is not liable in damages for failing to deliver the total number of bales stated in the contract.—*Russell v. Camp.* Court of Appeals of Georgia. 72 S. E. 60.

Demurrage Charges Must Be Scheduled.—Demurrage charged for the detention of cars in loading or unloading is a terminal charge, required to be shown by the schedules of rates filed and published by an interstate railroad company by the terms of the interstate commerce act of February 4, 1887, c. 104, §§ 1, 6, 24 Stat. 379, 380 (U. S. Comp. St. 1901, pp. 3154, 3156), as subsequently amended by Act. June 29, 1906, c. 3591, §§ 1, 2, 34 Stat. 584, 586 (U. S. Comp. St. Supp. 1909, pp. 1150, 1153), which define transportation as including all the instrumentalities and facilities of shipment and all services in connection with the receipt, delivery, and handling of property transported, and require the filing and publishing of schedules showing all the rates, fares, and charges for transportation, stating separately all terminal charges.—*Lehigh Valley R. Co. v. United States.* U. S. Circuit Court of Appeals. 188 Fed. 879.

Carrier's Liability.—Pub. Acts 1909, No. 300, § 40, provides that, whenever property is received by a carrier subject to the provision of the act, it shall, on demand of the shipper, issue a receipt or bill of lading therefor, naming the classification, and that no carrier shall limit or change its common law liability by contract or otherwise as to its responsibility for the negligent acts of its agents, etc., with reference to property in its custody, providing that nothing contained in the act shall be construed to abridge or lessen the liability of any such carrier as it is under existing laws. Held, that such act did not change the common-law liability of carriers, and that the mere failure of a shipper to demand a receipt containing a limited liability clause did not relieve the carrier from the obligation of giving such receipt in case it desired to limit its common-law liability, etc.—*Farnsworth v. National Exp. Co.*, Supreme Court of Michigan. 132 N. W. 441.

Assignment of Proceeds of Sale on Commission.—In an action by an assignee of the proceeds of the sale of fruit consigned to a commission merchant, there being a disputed question of fact whether the commission merchant told plaintiff before the assignment that he was advancing 90 cents a box on oranges received, a charge that whether the commission merchant told plaintiff about the advances would make no difference if the commission merchant actually in good faith advanced the money, and that, after deducting the advances, freight, and expenses, if there were no funds left in his hands due to the assignor, the commission merchant was entitled to a verdict, was not error, in the absence of any question of fraud, the term "proceeds" in the assignment including only the amount remaining after deduction of freight, duties, and other necessary expenses incurred in order to put the goods in condition to be sold.—*Coles v. Saitta.* City Court of New York. 130 N. Y. Supp. 857.

ON THE GRAIN DEALER.

Once a prominent grain dealer of Denver ordered a car load of Fuller's Earth from down in Virginia, the purpose being to fatten stock when mixed with feed. The mixture was proving satisfactory until a feeder happened to mix the feed with water, and let stand all night. Upon his arrival in the morning he found a solid substance which resembled cement.

Moral: Always label a new mixture, shake well before using and feed immediately.

ANOTHER grain dealer of Denver doing a large profitable business happened to get the bins containing rock salt and oats twisted. Therefore when preparing a mixture the proportions were not as wanted. It so happened he needed oats to fill a car lot order, and being short filled this car with his mixture, thus causing doubtfulness on the part of the receiver as to what he had ordered.

Billing Instructions Incomplete.

The Bennett Commission Co., plaintiff, v. The O'Neill-Kauffman-Pettit Grain Co., defendant, before arbitration committee of Kansas Grain Dealers' Ass'n.

The Bennett Commission Co., plaintiff, bought from the O'Neill-Kauffman-Pettit Grain Co., defendant, July 27, 1910, three cars of dark No. 2 hard wheat, destination terms, and the sale was so confirmed by both the plaintiff and the defendant.

In giving billing, the plaintiff ordered the wheat shipped to St. Louis, requesting that notation be made on the bills of lading, "stop at Topeka for inspection and forwarding orders." It appears that instructions given by the plaintiff were complied with, and altho the grain was inspected at Topeka, cars were not held for forwarding orders, but went forward to St. Louis, the final destination; the plaintiff claims that he did not even know the cars had reached Topeka until he was advised that they had passed beyond Topeka and were in transit to St. Louis, the final destination.

It further appears that the wheat in question graded No. 2 hard, 61 lbs., 61½ lbs. and 62 lbs., state inspection at Topeka; and that the St. Louis inspection was No. 1 hard, 61 lbs. for each of the cars in question and that it sold at a premium of three to four cents per bushel over the market of the ordinary yellow No. 2 hard, and within about three cents of the market prices ruling for No. 2 hard, Turkey wheat; and at the time the wheat arrived in St. Louis, Turkey wheat was selling at five to six cents per bushel less than when said plaintiff made his contract of sale for dark wheat; and it would appear that plaintiff really suffered the loss claimed by him. It would appear that inasmuch as the plaintiff was immediately advised that the wheat shipped by the defendant would not apply to contract, that he could have had some commission firm go into the general market on the floor of the St. Louis Exchange and buy in three cars and deliver to his customer and thus make up a part of the loss he sustained.

In rendering a decision in this case, your Committee believes that the defendant acted in good faith in shipment of the wheat in question; at the same time, we do not believe that dark wheat was shipped on the contract; and we further find that the shipping instructions given by said plaintiff were not such as would protect either plaintiff or defendant in the proper inspection of said wheat at Topeka, the point the inspection was to be made, as said billing did not show that said plaintiff was to be notified upon the arrival of wheat either at Topeka or St. Louis, its final destination; so that neither the inspector or the railroad company could advise him, as neither knew who consignee was; otherwise, plaintiff could have rejected the cars at Topeka and notified the defendant in order that defendant might have shipped other wheat which might have applied on contract, and thus have given defendant a chance to protect himself.

In view of all the points brought out in the controversy between the plaintiff and the defendant, we think the most serious error committed by plaintiff was in his billing instructions and do not agree with him that he gave the proper instructions to protect himself or the defendant in the inspection of said wheat at Topeka; otherwise, your Committee believes that this controversy would not have come before them.

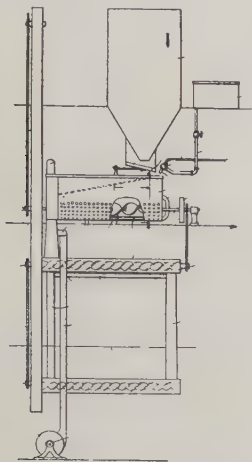
Under the circumstances surrounding the billing, inspection and disposition of the wheat in question, we deny that the plaintiff has claim for the difference of 7½ and 8 cents per bu. respectively, as demanded by him, but do award the plaintiff 4 cents per bu., which your committee believes to have been the full market difference between the quality sold and the quality furnished, on the 3,084.40 bus. involved, or \$123.55, with interest to the amount of \$5, which your committee awards by reason of the delay necessary to secure proper data to complete the evidence, making a total of \$128.55, which amount the said defendant, the O'Neill-Kauffman-Pettit Grain Co., is ordered to pay promptly thru E. J. Smiley, sec., to the Bennett Commission Co., plaintiff; the O'Neill-Kauffman-Pettit Grain Co. to stand the cost of this case, amounting to \$13.75, and the deposit fee of plaintiff to be returned to him.

I. A. FRIBBLE,
C. A. SMITH,
F. B. BONEBRAKE,
Committee.

The Grain Dealers Journal is like the Bible; you've got to have it.—J. F. Kroul, Yukon, Okla.

Feedstuffs

Corn bran to the amount of 542 sacks owned by Bradley Bros., of Paducah, Ky., has been condemned by pure food



Mixer for Molasses Feeds.

authorities who alleged that it partly consisted of decomposed vegetable matter.

The Albert Dickinson Co. has registered Trade Mark No. 57,155 consisting of a white cross in a black circular background and the words "White Cross" to designate its brand of stock and poultry food.

"Feeding Farm Work Horses," Bulletin 150, and "Feeding Dairy Cows," Circular 152, are two recent publications of the University of Illinois Agri. Exp. Sta., intended for farmers but of interest to feed manufacturers.

A third shipment of oil cake by special train was made recently by the Archer-Daniels Linseed Co., the last train composed of 40 cars. This method has been found to be very profitable, both in saving time and shipment charges.

Notice has been given by the Dept. of Agri. of a judgment given by the U. S. district court for the district of western Tennessee against 542 sacks of corn bran in the possession of Planters' Whse. Co. and which was musty, badly moulded and infested with beetles. The product was condemned and orders were given for its destruction.

Oil cakes exported in the 8 months prior to Sept. 1 included 55,430,624 lbs., of corn oil cake 430,857,052 lbs., of cottonseed oil cake and 345,108,469 lbs. of linseed oil cake; compared with 38,598,278 lbs. of corn oil cake, 375,252,469 of cottonseed oil cake, and 461,233,063 lbs. linseed oil cake in the corresponding period of 1910 as reported by O. P. Austin, chief of the Bureau of Statistics.

For a process of mixing alfalfa feed Floyd M. Wilson of Hartman, Colo., and James P. Campbell of Lamar, Colo., have been granted letters patent No. 1,005,392 on an alfalfa feed comprising ground stems identified by the characteristics resulting from dry reduction and substantially unground leaves in a state identified by the characteristics resulting from rough handling in a moisture-toughened condition.

"Commercial Feeding Stuffs" is the title of Bulletin No. 152 of the Purdue University Exp. Sta., Lafayette, Ind.,

giving an account of the enforcement of the feeding stuffs law, an explanation of its administration and a report of the analysis of each of several thousand samples. The amount of fees collected or the cost to the consumer of this feed tax are not stated in the 238 pages of the report.

Process of Mixing Stock Foods.

Letters patent have been granted to Joseph E. J. Goodlett, assignor to H. J. Forsdick and P. McIntyre, upon a new method of making stock food, illustrated in the engraving herewith.

The process consists of first impregnating the dry base material with hot molasses, the latter in the form of a hot atomized stream intersecting the former. The second operation consists of gradually heating and stirring the impregnated base material, and the third of conveying and projecting it in a stream subject to air blasts which dry it and reduce its temperature.

EXPORTS OF BREADSTUFFS.

During the 9 months prior to Oct. 1 we exported 3,107,964 bus. of barley, 50,606,176 of corn, 1,412,808 of oats, 446 of rye, and 22,989,681 of wheat; compared with 3,194,261 bus of barley, 27,141,951 of corn, 1,390,580 of oats, 17,222 of rye, and 13,571,825 of wheat exported in the corresponding period of last year.

The total value of breadstuffs exported in the nine months prior to Oct. 1 aggregated \$92,342,807, against \$64,003,470 worth exported in the corresponding months of 1910 as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Beans.

Beans and dried peas amounting to 697,008 bus. were imported during the 8 mos. prior to Sept. 1; compared with 543,353 bus. of beans imported during corresponding period of the previous year.

We exported during the year prior to Sept. 1, 169,365 bus. of domestic and 32,070 bus. of foreign origin against 198,818 bus. of domestic and 18,357 bus. of foreign origin exported in the year prior to Sept. 1, 1910, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during 8 months prior to Sept. 1, aggregated 149,729,000 lbs.; compared with 159,214,000 lbs. imported during the corresponding 8 months of the preceding year.

Exports included 28,779,104 lbs. of rice to Sept. 1; against 6,497,090 lbs. of rice exported during the corresponding 8 months of the preceding year.

Of foreign rice, rice meal and broken rice, we re-exported 1,077,700 lbs., during the 8 months prior to Sept. 1; compared with 5,071,710 lbs. of rice re-exported during the corresponding 8 months of 1910, as reported by O. P. Austin, chief of the Bureau of Statistics.

The defendant company in the case of the Sparks Mfg. Co. against the Indiana Millers Mutual Fire Ins. Co. has filed a demurrer in the federal court asking that the bill be ordered dismissed. The bill was based on the theory that the Indiana statute authorizing mutual insurance companies to be converted into stock companies is unconstitutional. The next hearing will be on Oct. 31, before Judge Anderson at Indianapolis.

O'GARA COAL COMPANY

PRODUCERS AND SHIPPERS OF

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MARQUETTE BUILDING,

CHICAGO, ILLINOIS

Grain Elevator
Trade Given Our
Special Attention

Annual Output
7,000,000 Tons

Supply Trade

Chicago Callers:—J. H. Pank, north-western rep. Richmond Mfg. Co.

Chicago, Ill.—Wm. Graver Tank Works, E. Chicago, Ind., have opened an office at 1120 First Nat'l Bank Bldg.

Chicago, Ill.:—The Weller Mfg. Co. and H. W. Caldwell & Son have recently purchased Hall Signalling Grain Distributors.

Chicago, Ill.:—The Buffalo Scale Co. will move to 15-17 S. Clinton St. The new West Side Post Office will include the ground at present occupied by this company.

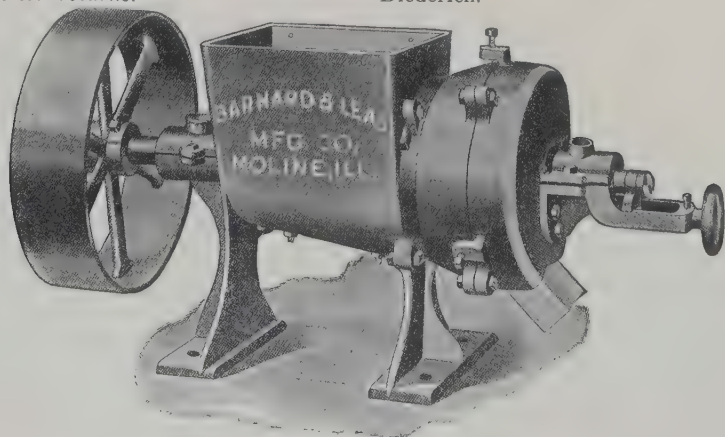
Chicago, Ill.:—W. H. Salisbury & Co., Inc., have issued an interestingly illustrated circular, entitled "Valuable Information for Belt Users." They will gladly send a copy to readers of the Journal upon request.

Mrs. C. G. Hammond, wife of C. G. Hammond of The Huntley Mfg. Co., Silver Creek, N. Y., died at the home of her daughter in Columbus, O., Wednesday, Oct. 18th, of heart disease. The burial was at Silver Creek.

There is no such thing as absolute certainty in business and any man who wants to succeed must expect to take some chances. When a good opportunity offers, don't wait until it is accompanied by a guaranty bond.

Philadelphia, Pa.—The recently improved design and decided reduction in the cost of the Otto Gasoline Engines has caused this company to open new quarters at 15-17 S. Clinton St., Chicago, which will serve as its western headquarters. A full stock of engines and parts will be carried so orders can be filled promptly. On the display floor can at all times be seen any size engine desired. Mr. M. A. Johnson, who was for seven years with Fairbanks, Morse & Co., has been secured to act as manager.

The trade paper of today, the technical magazine and class publication, are the greatest and best source of information and the best and most practical vehicles for publicity. Most business houses subscribe for every prominent trade paper published in the particular interest of their line. *Many of them pay for subscriptions for a large number of their employees and insist on their reading them regularly, both for the editorial and advertising pages.* It is safe to say that *no investment will pay a business house better returns.*



Notes on Chicago Brewing Exposition.

Eureka machines were demonstrated by Geo. S. Boss, from the home office of the S. Howes Co. In operation Mr. Boss had a complete equipment for cleaning and grading barley, including a counterbalanced Eureka Barley Separator, broken barley and seed separator, Eureka Barley Grader, and two machines for testing samples, one a small ring grader and the other a barley separator.

W. G. Clark demonstrated the Barnard & Leas Mfg. Co.'s machines at the exposition, including a malt separator, barley cleaner and a feed packer.

C. J. Peterson, for the Weller Mfg. Co., exhibited conveyors and elevator buckets and gave away an imported 4-foot rule. The Weller Mfg. Co.'s booth contained a large elevator not for grain but for broken glass.

A splendid exhibit of grains was presented by the Wisconsin Agricultural Experiment Station.

CORN AND COB CRUSHER for Fast Work.

To meet the growing demand for a machine that will rapidly crush corn and cobs for coarse feed or prepare them for further reduction on burr stone or other grinding mills the ear corn crusher shown in the engraving herewith has been designed, to embody convenience in operating and economy of power as well as strength, and uniformity and efficiency of work.

The material fed into the hopper is broken up by a revolving cone which is provided with sharp projections or teeth. After being crushed by the cone the material is forced between the grinding disks and further reduced. These disks are made larger than usual and thus give large capacity. Also they are adjustable, to set for fine or coarse grinding.

Cone and disks are made of very hard white iron, to stand hard usage. Additional particulars will be given on application to the manufacturers, the Barnard & Leas Mfg. Co., Moline, Ill.

In addition to the two floating grain eltrs. operated by the municipality of Antwerp, the Chamber of Commerce is advocating the erection of a large stationary eltr. and engineers from the United States have visited this city, hoping to provide plans for it. It is desirable that the contract should be given to American constructors, as the American type of eltr. is considered by far the most practical, as reported by Consul General Henry W. Diederich.

Books Received

PEANUTS; Picking and Handling, is a 7-page pamphlet describing the peanut industry, which has expanded greatly during the past 20 years. Circular No. 88, Bureau of Plant Industry, U. S. Dept. of Agriculture, Wash.

MILLING AND BAKING TESTS.—Detailed analyses of about 60 wheats, with milling tests of the same and baking tests on the flour produced have been published in the 125-page bulletin 177, of the Kansas Agricultural College Exp. Sta., Manhattan, Kan.

FOR BETTER CROPS is the title of a new booklet of 170 pages, the purpose of which is to help the farmer solve the problems of farm management. Well known specialists have carefully prepared chapters on the following subjects: "Increasing Fertility" by Cyril G. Hopkins; "Small Grain Growing" by Willet M. Hays; the "Corn Crop" by P. G. Holden; "Alfalfa Culture in America" by Joseph E. Wing; the "Wheat Crop" by Waldo F. Brown; "Farm Power" by L. W. Chase; "Profitable Hay Making" by Thos. Shaw; "Care and Farm Equipment" by M. R. D. Owings; and "Farm Machines and Progress" by J. E. Buck. Illustrated; International Harvester Co., Chicago.

NATIONAL HAY ASS'N 18th annual convention is reported in a volume of 279 pages just issued by Sec'y J. Vining Taylor of Winchester, Ind., containing much information of value to both receiver and shipper of hay and grain, proceedings of the last convention, constitution and by-laws, trade rules, arbitration rules, rules for grading hay and straw, markets using the grades, instructions to inspectors, names of suspended members, delinquent members, firms whose methods have been found uncommercial, and a list of the members. This annual has been carefully edited by Mr. Taylor, is well printed on good paper in tough cover, and is the best report ever published by the Ass'n.

CROP PLANTS FOR PAPER MAKING is a 20-page circular printed upon paper made from crop wastes and by-products from corn, broom corn, rice and cotton, each page bearing a footnote stating the materials from which it was made, and forming an interesting exhibit of the results so far obtained in the utilization of crop wastes. Each of the five samples of paper is of good commercial quality; and, altho they can not now be manufactured to compete in cost with wood pulp, Chas. J. Brand, physiologist in charge of paper plant investigations, states that it is only a question of a limited number of years until paper fiber must be grown as a crop, as are practically all other plant materials entering into the economy of man. Circular No. 82, Bureau of Plant Industry, U. S. Dept. of Agriculture, Washington.

We don't want to miss a number of the Grain Dealers Journal for we find it very valuable in our line.—G. D. Stauffer, Nappanee Produce Co., Nappanee, Ind.

I look for the Grain Dealers Journal as regularly as I look for my pay check and feel lost without it.—J. F. Burns, agt. Trans-Mississippi Grain Co., Correctionville, Ia.

Managers of farmers' elevator companies in territory near Omaha, Neb., will meet at the Hotel Rome, that city, Nov. 20 and 21, the proprietor of the hotel having given assurance that the rates will be reasonable, which is quite different from the recent experience of the grain dealers. The call for the meeting has been issued by I. S. Henjum, Hartford, S. D., sec'y of the National Ass'n of Managers. C. Vincent, of Omaha, a member of the Ass'n, will explain how a co-operative company can buy grain on less than a 2-cent margin, pay all operating expenses, and yet pro-rate back to the stockholders 3½ cents per bu. out of the net earnings. (?) In his call for the meeting Mr. Henjum suggests that when members have their letter-heads printed they include the name of the railroad on which they are located, the county and part of the state and the ass'ns in which they hold membership.

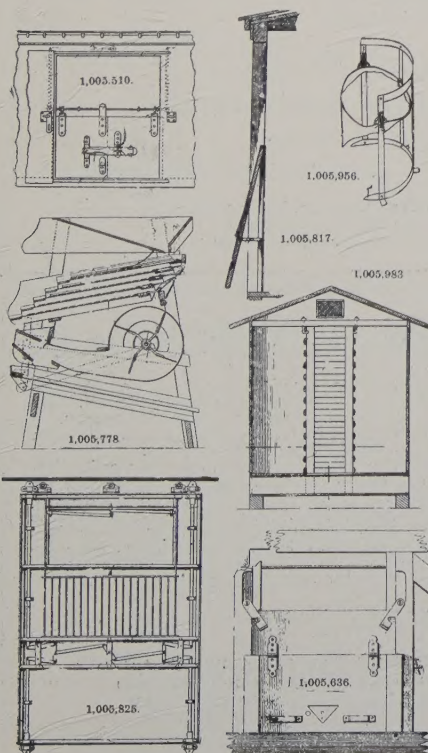
Patents Granted

Grain Separator. No. 1,005,778. (See cut.) Robert J. Owens, Minneapolis, Minn. The combination with a sieve, of a rider therefor, made up of a multiplicity of rider slats and co-operating elements connecting the slats and partaking of such movements as are imparted to the slats, the rider, as an entirety, being gravity-held on the sieve and being removable as an entirety from the sieve.

Grain Door. No. 1,005,510. (See cut.) Oskar Carlsson, Felch, Mich. The combination with a door opening, of door-sections spanning the opening, the sections pivoted together at their junction, means for locking the door sections against movement on their pivots, means supporting the doors laterally for vertical movement, means for locking the door sections against vertical movement and means for supporting the sections out of the way overhead in a horizontal position.

Grain Car Door Construction. No. 1,005,517. (See cut.) Herbert William Drew, Chicago, Ill. In a car, a grain door, a flanged member connected to it, a T-member, the door being hingedly connected to the T-member by means of the flanged member, and a locking device comprising check members, the check members being mutually pivoted at one extremity and pivoted at their other extremities, on to the T-member and one to the flanged member, the last named pivotal connections being adjacent when the door is in closed position.

Bag Holder. No. 1,005,956. (See cut.) Frank Gibbins, Utica, N. Y. The combination of a frame open laterally and comprising an upper and a lower hemispherical hoop held in parallel planes by a plurality of standards having extended portions bent to form feet, certain of the standards provided with rigidly mounted hooks adapted to hold open the mouth of a bag and certain of the standards provided with inwardly bent portions having recesses, pivotally mounted latches in the recesses having hook portions with handles whereby a bag held in suspended position by the pivotally mounted hooks may be released.



Car Door. No. 1,005,825. (See cut.) Arthur Gillett and Anthony Harry, Kansas City, Mo. The combination in a combined freight and grain door of the main door body having in the upper part a door-enclosed loading opening, traveling hangers suspending the door body from its upper edge and constructed to permit the door body to have a sliding movement and to swing bodily outward, means for providing tight joints about the edges of the main door body and about the door-enclosed loading opening and locking mechanism co-operating with the means for maintaining the joints when the main door body and the loading opening door are locked.

Grain Bin. No. 1,005,983. (See cut.) William H. Larch, Tab, Ind. The combination with a grain bin, of a removable horizontal flue extending across the floor thereof and opening through opposite walls of the bin, the top wall of the flue having an opening and a vertical flue located over the opening of the horizontal flue, the vertical flue comprising corner posts loosely supported on the floor and arranged in pairs on opposite sides of the horizontal flue and spaced slats secured to the posts, the bottom slats of the vertical flue extending across and being loosely supported by the top wall of the horizontal flue.

Grain Door. No. 1,005,636. (See cut.) Henry H. Frey, Newton, Kan. A grain door vertically slidable in a door opening, the door consisting of a lower and an upper section hinged thereto, the sections being provided with a rabbit joint, a horizontal rod secured to the sides of the door opening and extending across the top thereof, metal strips secured to the outside of the lower portion and extending beyond the upper edge thereof, the strips having their free ends terminating in a hook for engagement with the horizontal rod, when the door is in a folding position, the rabbit end of the upper section adapted to engage the edge of the top of the door opening when the door is in a folding position, means for retaining the door in a folding position and means in the lower section for discharging grain.

THE BITE BEATRICE NEVER Forgot.

The quaint, quiet town of Beatrice, Neb., at one time prided itself on its Board of Trade, but lo and behold a real estate man ushered the stumbling block. This real estate man tacked a big black board on the wall of his office showing the daily grain market quotations furnished him from the Board of Trade. He was a wise foreteller, yea a wonderful forecaster; so wise was he that he could predict a market rise or fall to the eighth-cent, and to the minute—through the Board of Trade.

Market's goin' to rise?

"Yes, sir."

"All right, Mr. Grain Man. You want a \$100 worth, and you \$50," and so on until a fair amount had been collected. All Beatrice records in speculation were broken.

Night time, everybody waiting. Real estate man approaches, waving telegram, "¾ cent rise, goin' still higher."

More money spent for grain.

Next day, market down ¾c. Real estate man nit. Midnight freight had one passenger.

The managing director of the Pacific Cereals Deposit Co. states that it is the intention of his company to construct at least fifty stores at certain railway stations in the south and west, with a total storing capacity of 500,000 tons, and another at Puerto Galvan (Bahia Blanca) to hold 30,000 tons; the company is prepared to advance up to 70 per cent. of value of grain stored, at bank rates of interest.—*Review of the River Plate*, Buenos Aires.

The Ellis Grain Drier

Three reasons why it holds the record as the drier of the century:

- 1st. For a given size there is **five times** more grain surface exposed to the air currents than in any other drier.
- 2nd. The grain being divided into thin vertical columns of **even thickness**, and the air currents striking on **both sides** of the column, **even drying** is assured.
- 3rd. Corn handled through the Ellis Drier is **never broken or discolored**, owing to the **low drying temperature** used.

Write for catalog and bulletins.

The
Ellis Drier Co.

Postal Telegraph Bldg.
CHICAGO
U. S. A.

SAVED BY AN EXPIRATION.

By M. KING COX.

Mr. Peabody did a carlot business, and had several salesmen and a branch office helping him to keep his mill and mixers going. Therefore he had a lot of worries besides clearing chokes, firing engineers, signing bills of lading under protest and jacking up the railroad on the shortage of good cars.

One day in the midst of his worries and troubles he went home to supper, after which he retired for the night and was about to fall into a deep slumber when he awoke with a start.

"Gracious!" he cried. "My insurance on the elevator expired at noon."

Mrs. Peabody was not asleep. So she was not startled.

"If you think it has, dear," she returned sweetly, "go and see about it."

"Good advice."

And without further hesitation on his part, Peabody jumped out of bed and piled into his clothes, said good-by to his wife without kissing her, and was off.

It was but seven blocks to the elevator from his unincumbered residence, so it took but a few minutes to reach his destination. Going up the driveway, he unlocked the office door. The fire in the office stove was practically out, but the half-dead coals lighted up the immediate surroundings. Turning on the electric light over his desk, he hurried to open the safe, where policies, valuable papers, etc., were stored away.

"Now I will see if I have made a mistake about the expiration," he laughed. "Joke on me if it still has some time to run, and I have made this midnight visit for nothing. Here it is."

He read, "In consideration of fifty dollars premium does grant insurance to M. R. Peabody for a term of one year from March 30, 1910, to March 30, 1911, on an amount not exceeding \$4,000," etc.

"Good gracious!" cried the elevator

owner. "I am out \$4,000 from this noon until now. My, if I should burn out now on this thirtieth day of March where would I be? Mercy! My hair will stand up on end all night, and I won't have any peace or calmness in life until tomorrow when the insurance office opens. What shall I do? If—"

He did not conclude the sentence, for just then a whiff of smoke sauntered into the office from the sacking room. A whiff of smoke that augured dreadful things.

"Murder! help! fire!" shouted the thoroly alarmed Peabody. "Now we are in for it. Serves me right. But, hang it, I won't surrender without a struggle."

He grabbed a water cooler that still held some water and broke into the sacking room.

It took him but a second to size up the



He read "For a Term of One Year, Mar 30, 1910, to Mar. 30, 1911."

situation. In one corner was a pile of sacks nursing an incipient blaze. Going up to it, the elevator man threw the contents of the cooler onto the fire and soon had it under control.

The excitement over, there was nothing left but to return to the light and wipe off the perspiration. When he regained his composure Peabody sat down in his chair and burst out laughing, for it was an exceedingly good joke.

Marshal Healy happened along about that time. Smelling smoke and hearing the mirth, he mistook it for a genuine fire, so the gallant constable broke into the elevator. He was astonished at seeing the owner of the place seated at his desk.

"Well, I'll be hanged!" he remarked, observing the peculiar situation. "I thot shure there was a foire an' a big o-one at that."

"You are right in your inference," returned Peabody complacently. "It's all over but the shouting. You see, my fire insurance policy, amounting to \$4,000, expired today, and I forgot all about it until an hour ago. I then came here to verify my surmises, and to see whether or not I was fooling myself with unnecessary worry. I had just arrived upon the scene when a sure enough fire did break out, and the policy had expired this noon. Quite naturally I got busy and saved my business."

"So I see, Mr. Peabody. But ain't you afraid that another foire will break out between now and mornin'?"

"No. Fires never come twice in the same day. But to be sure, I will sleep here the rest of the night. Good-night."

"Good-night."

The Millers National Ins. Co. has pledged its support to the formation of a millers' mutual casualty company. A committee has been appointed to handle the matter should the millers be disposed to favor such a plan.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

EVERY POLICY HOLDER IS A STOCKHOLDER IN THE MICHIGAN MILLERS MUTUAL FIRE INSURANCE COMPANY OF LANSING, MICHIGAN

Therefore, every Policyholder is vitally interested in the size of his dividend (deducted every six months from the assessment levied). These dividends may be increased by

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All fires are the same size at the start

70% OF THEM ARE PREVENTABLE

90% ARE EXTINGUISHABLE

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ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83

Cash Surplus - 353,034.68

GEORGE POSTEL, President

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Address all Correspondence to the Company
at Alton, Ill.

SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

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that cannot be replaced. A policy in this company will promptly reimburse you for the financial loss you may suffer in case of fire, but insurance even in such a sound and reliable company as the Grain Dealers will not justify your ignoring the fire danger on your premises.

AXIOM—If you would have positive protection against loss, insure your property with this company and then keep a constant watch for possible causes of fires.



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Never missed a

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in nine years.

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COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

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Would you be sure of receiving the insurance you have paid for?

Losses Paid, \$7,108,022.20

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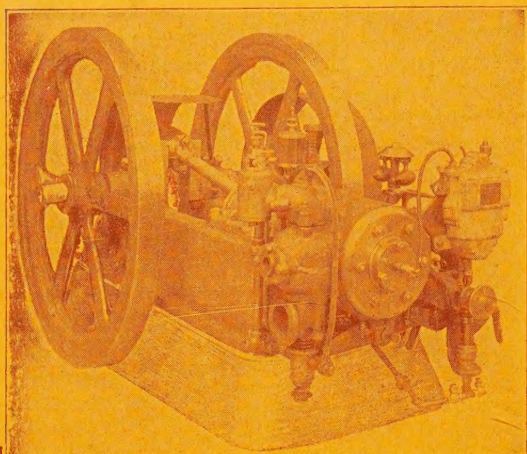
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A Strictly High-Grade Engine in every particular, neat in design, smooth running qualities, wide range of governable speed, unlimited power capacity, light, and reinforced in those parts where through experience in the manufacturing of engines has proved weak.

No batteries required with our new system of ignition.

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ELEVATING EQUIPMENT WITH ROPE DRIVE

Installed by

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for Western Flour Mills of Davenport, Iowa, the largest mill in the state. The highly satisfactory service it is rendering is but another link in the chain of demonstrated proof of superiority of the WEBSTER METHOD of ELEVATING and CONVEYING.

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This is a cold-rolled sectional flight conveyor, the product of twenty years' experience, and a model of Weller efficiency and thoroughness.

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